CANADIAN FORCES

SENTINEL

JANUARY 1967

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An Avro 504K and two Tutors symbolize the 50th Anniversary of military flying in Canada and, as components of the Golden Centennaires, the spirit of the Centennial Year.

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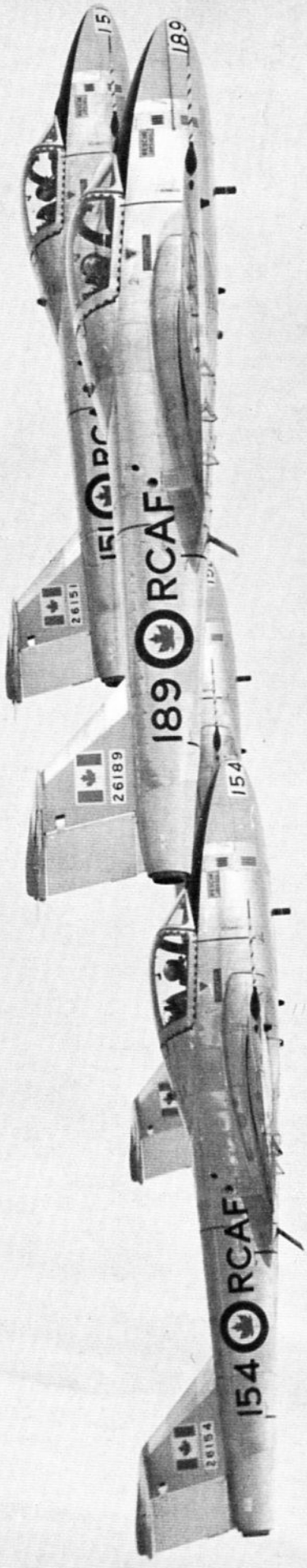
THRILLS IN THE AIR FOR CANADA'S BIRTHDAY



by Captain C. L. Fitzpatrick

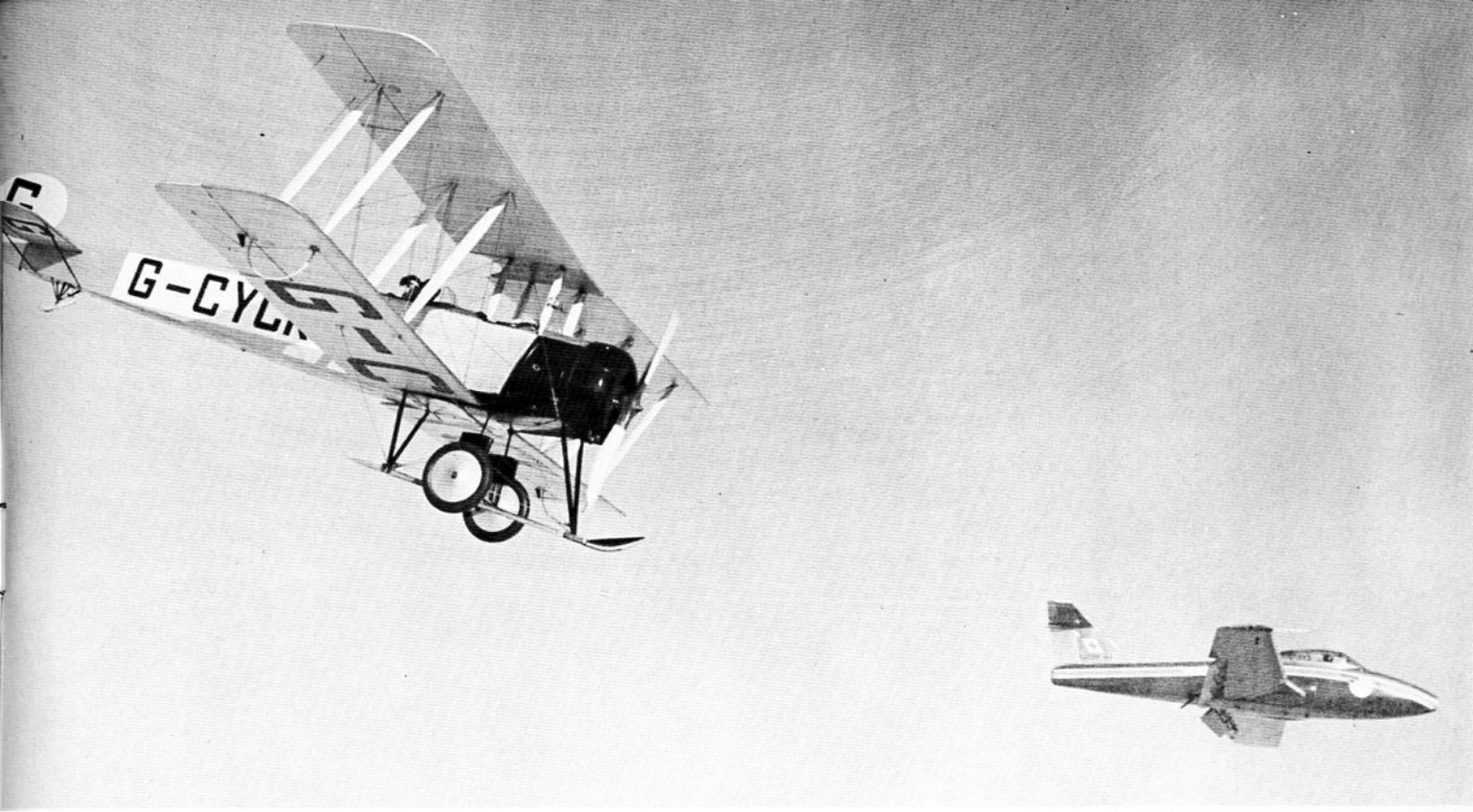
What is required to get an aerobatic team ready for 100 air shows in six months on the exhibition circuit and at other selected locations in the Centennial year?

The Golden Centennaires (or les Paladins du Centenaire) can tell you. They have been preparing at CFB Portage la Prairie since September for just this chore.

Naturally, the team of 16 officers and 42 airmen wasn't created overnight. Early last spring approval was given for the team's formation to commemorate the 50th anniversary of military flying in Canada and, more important, to participate in Canada's Centennial celebrations. W/C O. B. Philp, 42, then leading No. 434 Bluenose Squadron in No. 3 Wing, Germany, was named commanding officer of the aerobatic team in April.

Within a few weeks, Squadron Leader Clarence B. Lang, 29, was named team leader and Flight Lieutenant David J. Barker, 30, was appointed lead solo. Both officers had flown with the 1963 Golden Hawks; S/L Lang in the slot, or number four, position and F/L Barker as solo. Barker toured the country as the RCAF's solo aerobatic pilot, the Red Knight, in 1962.

While W/C Philp looked after all other



One of the two Avro 504K aircraft to be flown in air shows strains to keep up with a Tutor in the colours of the Golden Centennaires near Portage la Prairie, Manitoba, where the aerobatic team and solo pilots are training for their cross-country show this year.

matters, Lang and Barker visited CFB Moose Jaw, Gimli and Portage la Prairie to fly with 14 pilots selected to compete for seven positions on the Centennaires. Previously, volunteers submitted their names to Training Command and W/C Philp, S/L Lang and Command staff officers reviewed the applicants' files and selected 14 for trials.

The "hopefuls" flew 10 hours in formation with Lang and Barker and five hours in co-solo aerobatics with Barker to familiarize themselves with the type of flying required of a Golden Centennaire.

All 14 were brought to Portage la Prairie where they flew six formation flights and three co-solo. Seven were selected in July to report for duty on September 6. In the meantime, the "charter members," W/C Philp, S/L Lang and F/L Barker, concentrated on the thousands of large and small problems that confront a new display team flying an aircraft being used in this role for the first time.

The Canadair-built *Tutor* is "an excellent little aircraft for solo aerobatics," according to S/L Lang. "It has good inverted flight capability and one can loop it in little more than half the area required to loop an F-86 *Sabre*. This permits tighter shows and better viewing by spectators in stands. At airspeeds used in our shows, the *Tutor* performs 360-degree turns in about 50 per cent of the area required by the *Sabre*."

The *Tutor's* side-by-side seating arrangement is excellent for the student-instructor requirement for which it was designed but it posed problems for the Centennaires. A soloist must be in the left cockpit because some emergency systems can't be reached from the right seat. This means that formation aerobatics can be flown safely on one side of the leader only because visibility is limited in moving from left to right.

All nine Golden Centennaire *Tutors* were modified so that the pilot may sit in either seat. The necessary emergency systems were duplicated or put within reach of both seats.

What's so different about the Centennaires' show? Just about everything. While the team is using the basic concept of an air show which was developed and improved upon by the RCAF Golden Hawks, the Centennaires' show will be original in almost every respect.

They decided upon a nine-plane formation because of the aircraft's different capabilities, to add variety and to provide a more interesting show. Where wide runways are available, the team will take-off and land in the nine-plane formation. Others being planned are six, four and three-*Tutor* groupings. The three solo aircraft will perform together, too.

Visitors to CFB Portage la Prairie are apt to see unusual formations, such as three aircraft astern on landing, as the team tries for effect while retaining safety and good airmanship. The basic manœuvres are discussed and modified as training proves which will be the most appealing to audiences.

At the beginning of training, S/L Lang flew three-plane "vee" formations with two pilots, flying rolls, loops and line-abreast. After the pilots mastered this phase, a fourth aircraft was added to form a diamond. The pilots were trained to fly in the position closest to the lead before moving to positions two and three removed from him.

The Centennaires aim to fly three one-hour training missions each day. They take-off together and fly to the restricted flying area allotted to them, about 20 miles south of base. The soloists break off and six pilots train in formation while the soloists practice their routines. The team regroups and lands together.

The Tutor pilots flying with S/L Lang are: Flight Lieutenants R. C. Russ Bennett, 31; R. C. Red Dagenais, 30; B. K. Doyle, 34; T. P. Tom Hinton, 26; and J.

M. John Swallow, 27. F/L R. W. Bill Slaughter, 27, the 1964 RCAF Red Knight, and F/O J. M. Jim McKay, 26, are soloists with F/L Barker.

There's more to the Golden Centennaires than nine *Tutors* and their pilots. A First World War biplane, the AVRO 504K, will perform at all shows and, for comparison, the RCAF's supersonic fighters, the CF-101B *Voodoo* and the CF-104 *Super Starfighter*, will be seen but at subsonic speeds, for obvious reasons.

Two AVRO 504K aircraft were purchased from private citizens. They are two of 100 which were donated to the Canadian Air Board by the British Government in 1919 after they were used as standard trainers. The aircraft were retained in the RCAF until 1928, mostly for refresher training.

One 504K has been rebuilt at 6 Repair Depot, CFB Trenton; delivered to Portage la Prairie, and flown by its pilots, Flight Lieutenants Gordon Brown, 38, and George Greff, 39. The second 504 is being rebuilt at Trenton. Both aircraft will carry their original colors. As the Centennaire's call sign is "Gold", the 504K has been assigned, "Old Gold."

The *Voodoo* and *Super Starfighter* will be billed together in some shows but only one will be seen in other locations. F/L J. E. Jack Miller, 33, pilot, and F/O R. M. Rob McGimpsey, 26, the AI nav, are the *Voodoo* aircrew. They are from CFB Chatham, N.B. which will support and maintain the CF-101B. F/L Rene Serrao, 36, pilots the *Super Starfighter*. He is from CFB Cold Lake, Alberta, the base which will maintain and support the CF-104.

No aerobatic team can exist without first-class support of aircraft technicians and other tradesmen like painters, metal-

Six Tutors, only one at this time in the colours of the Golden Centennaires, practise formation flying over the prairie near Portage la Prairie, their home base. The aircraft will perform in six, four and three-Tutor groupings which will add variety and more interest.

workers and supply techs. F/L C. D. Charlie Grant, the aircraft engineering officer, has 42 tradesmen, almost all drawn from Training Command bases as many needed to be *Tutor*-trained. CFB Portage la Prairie provided 18 technicians.

Each Tutor pilot is assigned an aircraft and each Tutor a crewman who will fly with the pilot from one air show location to another. Sergeant George Carpenter, an aircraft refinisher from Cold Lake, volunteered to assist in rebuilding the AVRO 504Ks. On completing these chores, he will be in charge of the ground party of one rigger and one fitter for each vintage aircraft. The remaining tradesmen will be a first-line servicing crew, handling maintenance and repairs.

Other key men on the team are S/L Lloyd Hubbard, leader of the 1963 Golden Hawks. He is completing the French School course and will be the English commentator and information officer for the team. His experience is considered invaluable by W/C Philp. F/O Dennis Gauthier is administrative officer and the French-speaking commentator.

The AVRO 504K will fly to short-trip locations but will be airlifted by an Air Transport Command *Hercules* on long hauls. The groundcrew and spares will be flown by *Hercules*, too.

The team is not carrying a spare *Tutor* or an extra pilot. The team's routines will be tailored so that an excellent show can be performed with fewer aircraft, in the event of an unserviceable aircraft just before a show.

Throughout next summer's tour, 11 tradesmen will remain at the Portage base as supplement maintenance but all airmen will serve a minimum of three months on tour.

The Golden Centennaires will appear at the opening of EXPO in Montreal, April 28, and the Pan-Am Games at Winnipeg, July 23. Other commitments around which the schedule was drawn are: Veterans' Week, 9-10 June, Ottawa; Atlantic Fleet Inspection, June 24; Pacific Fleet Inspection, July 19; International Air Show, Abbotsford, B.C., August 12-13; Pacific National Exhibition, Vancouver, August 25-26, and the Canadian International Air Show, CNE Toronto, September 1-2. By the time they close EXPO on October 27, the Golden Centennaires will have crossed the country three times in six months.

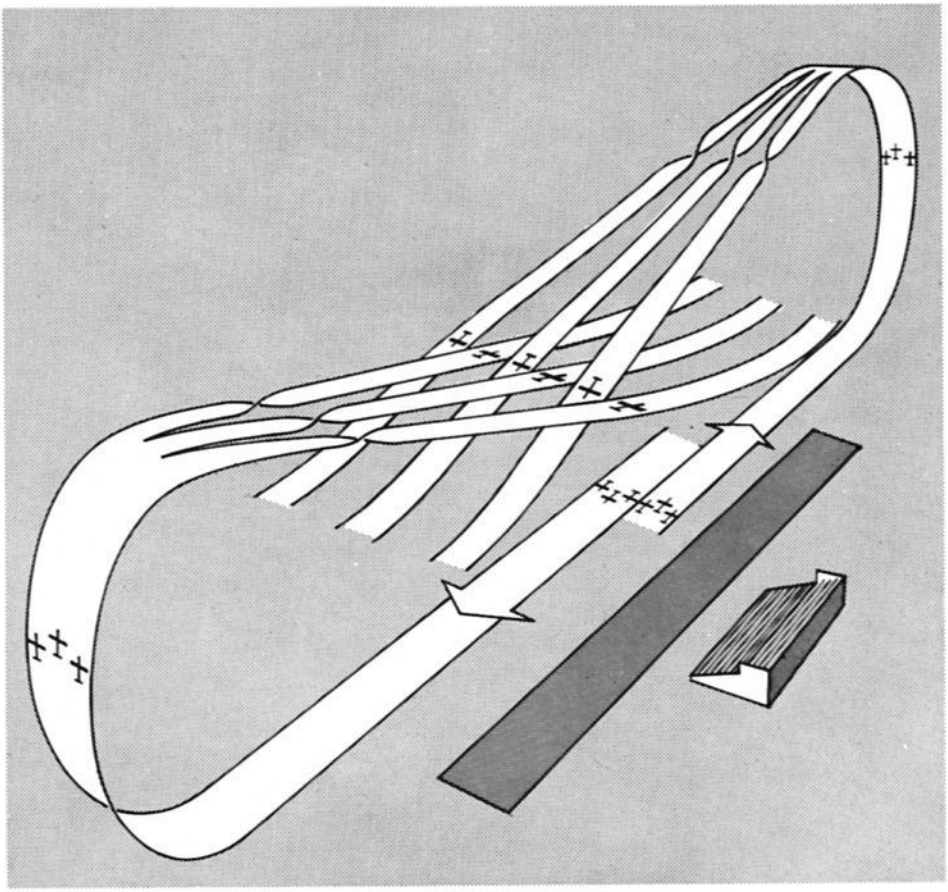
Team Leader S/L C. B. Lang, and staff officers screened the applicants for the team and selected the final 14. Note the winged Centennial symbol in the paint job of the Tutor.

When the runways are wide enough, team will take off and land in nine-plane formation. When runways are narrow, smaller formations, like the four above, will land and take off.

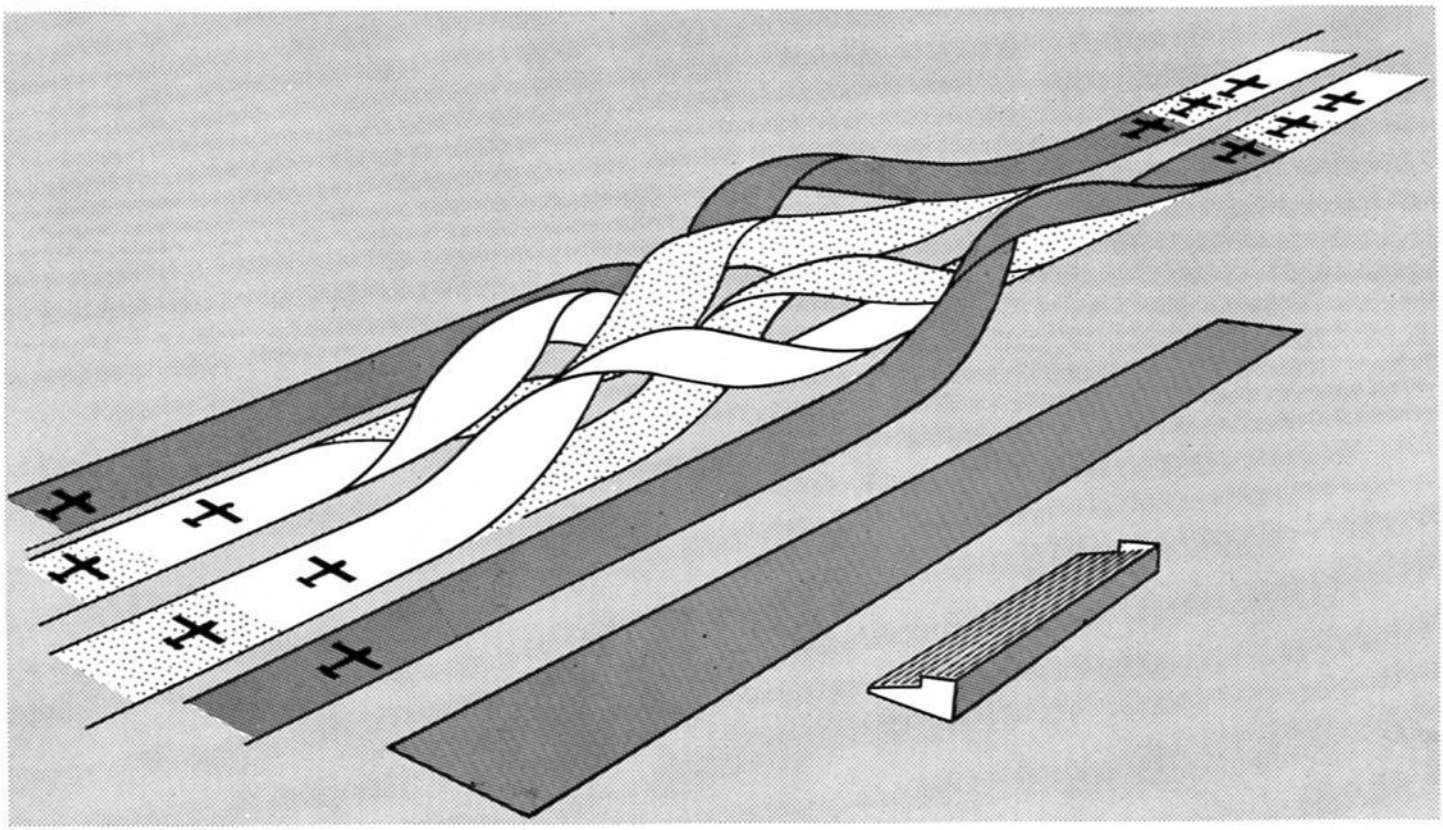
The 42 tradesmen who will service the aircraft are very much part of the team. Some had to re-learn old skills, like spinning a prop, to get the Avro 504Ks running and airborne.

SOME PRETTY TRICKY AERIAL DESIGNS

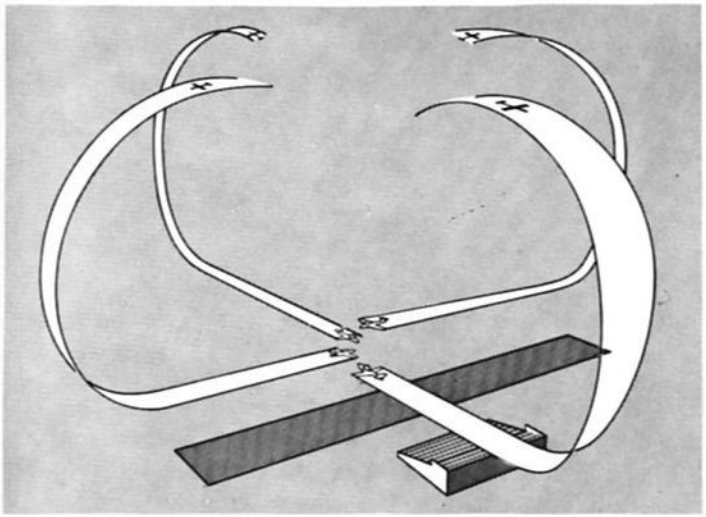
FORMATION SPLIT AND CROSSOVER (SECOND PART)



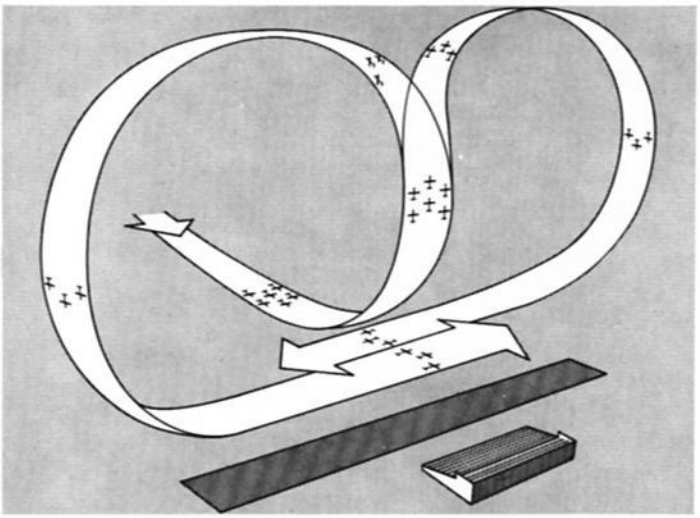
CORKSCREW ROLLS



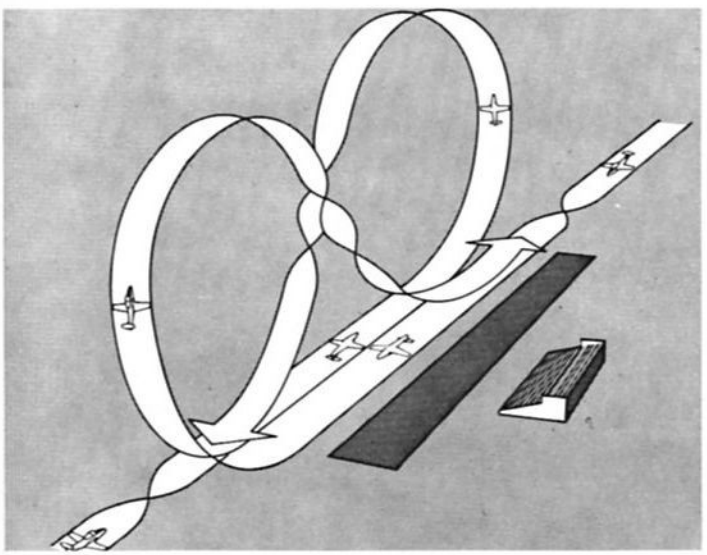
CROSSOVER (FOLLOWING DOUBLE BOMB BURST)



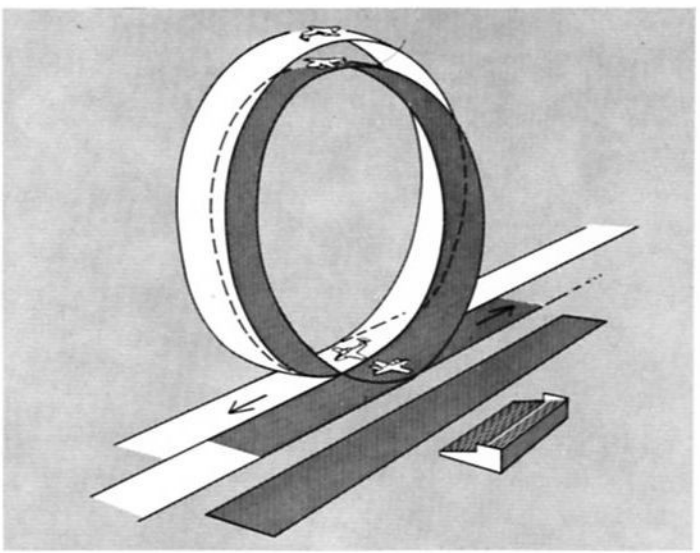
FORMATION SPLIT AND CROSSOVER (FIRST PART)



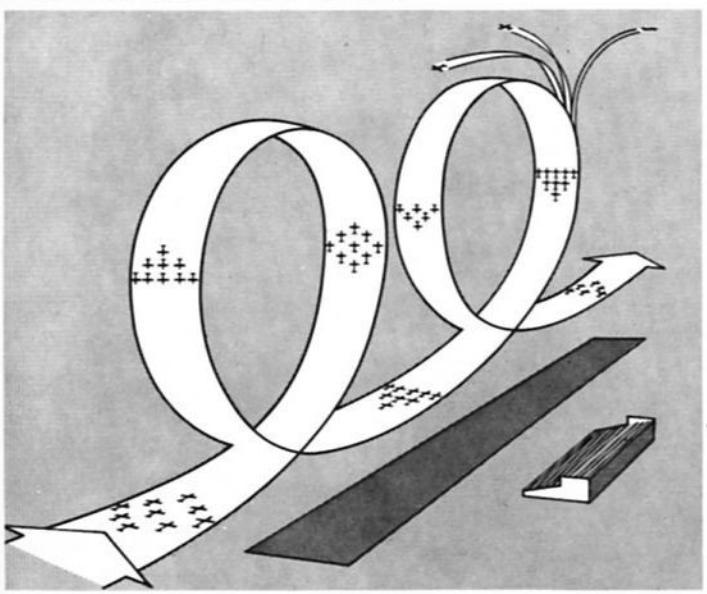
SOLOS' OUTSIDE CUBAN 8



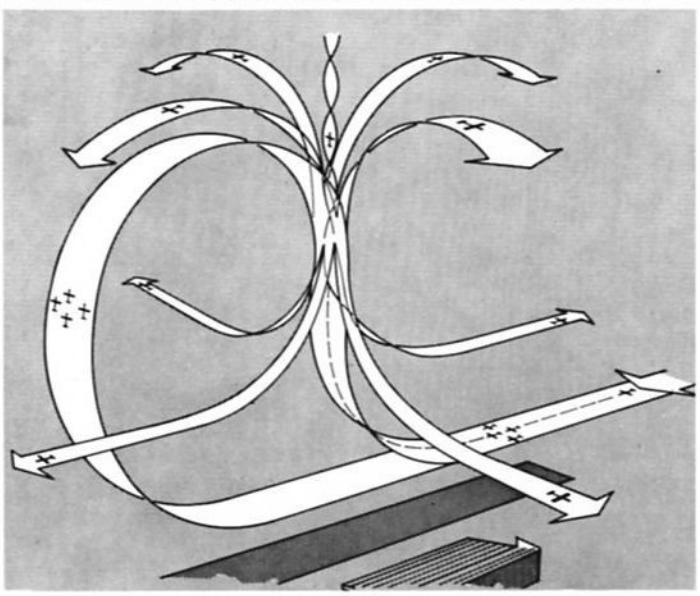
SOLOS' CO-LOOP



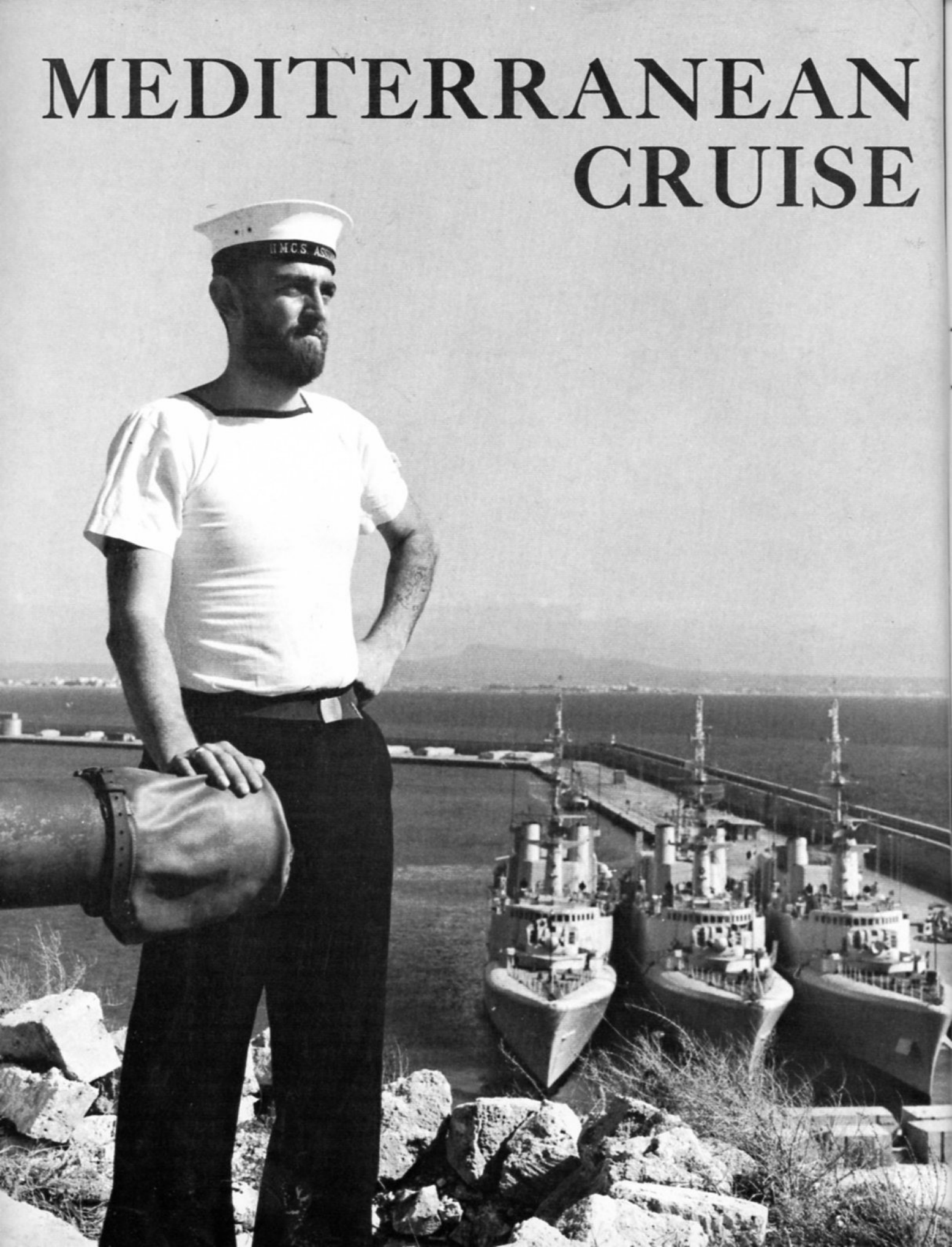
DIAMOND DELTA AND WEDGE



DOUBLE BOMB BURST AND SOLO VERTICAL ROLL



MEDITERRANEAN CRUISE



For the first time last fall a squadron of ships of the RCN paid a visit to the Yugoslavian port of Split during mediterranean exercises. The result . . . happy memories for both the Yugoslavs and the crews of the Canadian vessels.

A welcome respite from the days at sea came with the arrival of the two helicopter-destroyers in Split harbour in Yugoslavia. For the first time Canadian sailors wrestled with the problems of dinars and saw the sights in the ancient city before putting to sea once again.

Asbestos-hooded fire fighters test foam extinguisher during fire drill on HMCS Assiniboine while cruising through the Mediterranean waters.

Able Seaman W. Thivierge uses signal flag to let the bridge know the length of cable paid out during job of anchoring Margaree.

By Lt. D. C. Lory

As might be expected, crew members from two helicopter-destroyers and Canadian-born movie star Rod Cameron talked mostly about Canada and Hollywood when they met in Split, Yugoslavia.

Even so, the sailors and Rod Cameron chalked up firsts with their visits to the Adriatic resort centre. For the sailors it was the first visit ever made by RCN ships to Yugoslavia. For the movie star it was the first time he had been in Yugoslavia to make a western movie for a West German film company.

"Sort of an eastern Western western," Mr. Cameron explained.

While Rod Cameron's personal appearance on board the ships added colour to the Split visit, the city's 100,000 residents proved to be the real stars.

Many residents turned out along with Yugoslav civic and military officials who accompanied the Canadian ambassador, the Hon. Ross Campbell and Col. J. S. Ussher, Canadian Forces Attache, to greet the ships. The DDH's Assiniboine and Margaree berthed near the centre of the city on Oct. 7 for a four-day visit which seasoned sailors termed "as good as any and better than most" foreign visits.

While the Canadians learned to translate the Yugoslav new and old dinars into dollars, Yugoslav residents showed considerable interest in the ships. Each ship was open to the public for three hours during which about 10,000 visitors streamed on board. In addition, Split civic and industrial leaders were given special tours to inspect the Canadian-built warships.

Ashore, Canadian sailors took bus trips to surrounding towns and turned out like typical tourists to photograph and see the city that grew up in and around a huge palace built by the Roman Emperor Diocletian in the early 3rd Century A.D.

The remains of this palace form part of the city with its corridors now serving as narrow streets, and with houses and apartments built into the rooms and walls.

Canadians ashore proved popular with the residents, and one petty officer earned extra marks. Passing a group of boys playing football the petty officer joined in, to the delight of the boys and the spectators. While turning in a reasonable performance, the petty officer proved even more popular when, after the game ended, he invited the boys on board for a brief tour of his ship.

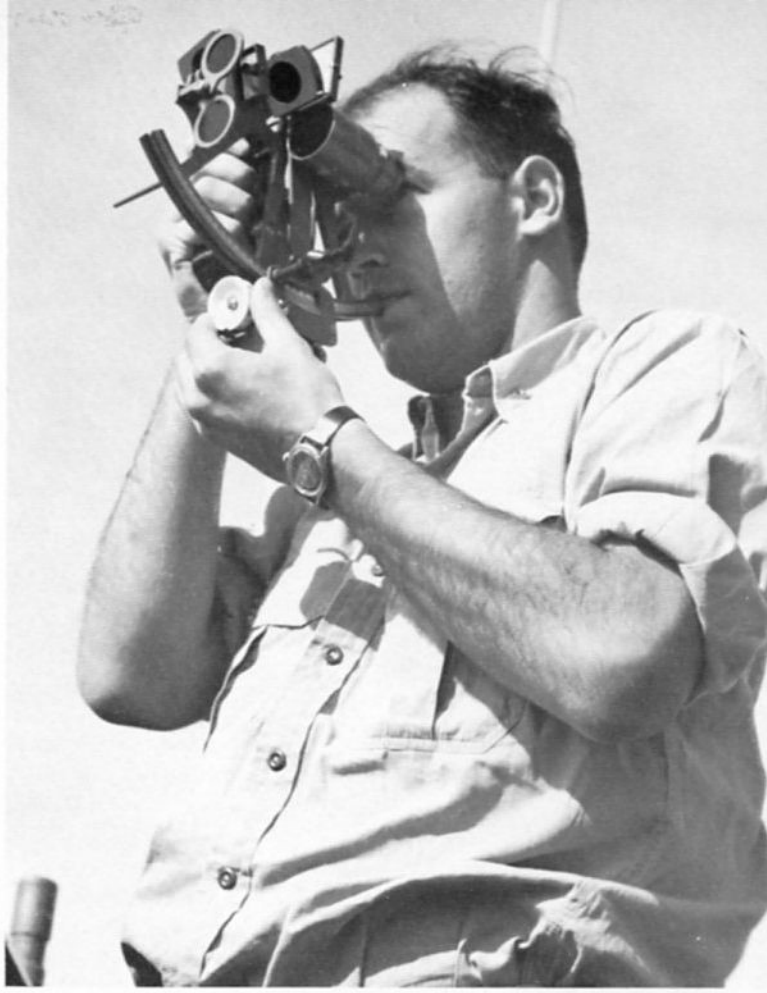
Meanwhile, at the official level, Commodore R. H. Leir, Senior Canadian Officer Afloat, placed a wreath at the memorial to the Yugoslav unknown sailor.

The Yugoslav visit was a high point for the two DDH's which formed part of an RCN task unit on a three-month training cruise which also included ports in Bermuda, Gibraltar, Italy, Malta, Majorca, Portugal and the United Kingdom.

The cruise got underway in early September when the DDH's *Assiniboine, Margaree* and *Ottawa,* accompanied by the operational support ship *Provider,* the mobile repair ship *Cape Scott* and the submarine *Ojibwa* sailed from Halifax for anti-submarine exercises centred on Bermuda.

On completion, the *Cape Scott* and the *Ojibwa* returned to Halifax while the des-

At the helm of the helicopter-destroyer Margaree, Able Seaman Ronald MacLean concentrates on compass during "Med" exercises.



Sub-Lieutenant Waal, navigating officer on the helicopter-destroyer Assiniboine, uses sextant for sun shot to establish position at sea.

troyers and the *Provider* proceeded to the Mediterranean. The destroyers are all units of the Seventh Escort Squadron commanded by Captain A. L. Collier who was embarked in the *Assiniboine*.

Following a brief refuelling stop at Gibraltar, the ships sailed for the Italian port of La Spezia for a four-day visit from September 30 to October 4. During this visit many sailors took advantage of special tours to surrounding centres including Florence, Piza and Rome.

From La Spezia the four RCN ships sailed to Split, carrying out round-the-clock exercises en route. In the Adriatic mechanical problems resulted in the *Provider* being diverted to Malta for repairs. The *Ottawa* was subsequently diverted to the Italian port of Trieste to replace the *Provider*.

After visits to Split and Trieste the three helicopter-destroyers rendezvoused for exercises and a gunnery shoot en route to Malta.

In Malta the ships were visited by Lord Louis Mountbatten who was on the island in connection with a movie centred on his colorful career.

After visits to Split and Trieste, the three helicopter-destroyers joined forces for exercises and a gunnery shoot en route to Malta, giving practice in gun drill to AB W. X. Savidant.

Actor Rod Cameron, on location for a film in Yugoslavia, enjoyed his visit with Canadians, and a joke with PO Auguste d'Angou.

Even the young fry enjoyed their visit to HMCS Assiniboine when ice cream was being dished out liberally to visitors by cook Terry Temple.

Yugoslavian civilians poured on board the ships when "open house" gave them an opportunity to inspect the warships which lay in the Split harbour for four days, giving the crews a chance to ramble around the city and enjoy the reciprocal hospitality of the residents.

Next, the ships called at Palma, capital of the Spanish Mediterranean island of Majorca. This was the first visit to Majorca by RCN ships in 11 years and the Canadian ambassador, Hon. Benjamin Rogers, and Group Captain R. H. Manson were on hand.

The Majorca visit attracted considerable attention, and in a story headlined "Royal Canadian Navy Salutes Palma," the Majorca Bulletin carried a story which said, in part:

"The presence of these Royal Canadian Navy destroyers in Palma and the Mediterranean emphasises the importance of these units of an Allied Power. Royal Canadian Navy units played their parts during the First and Second World Wars, and during the Korean and Cyprus crises.

"This particular visit of a friendly power in the Mediterranean to carry out exercises — they are also on a good-will tour — calls attention to the Canadian contribution to NATO and the United Nations. Canada has always been ready to do her share in maintaining world peace and to carry out her duties to the free world. Canada also has a special role to play in world affairs. On this Mediterranean cruise, showing the Royal Canadian flag in the harbours has gone a long way towards creating good impressions."

While the Mediterranean portion of the cruise was winding up, the destroyer escort *Chaudiere* left Halifax for Lisbon, Portugal, to rejoin the squadron en route to the United Kingdom.

On Oct. 15 a look-out on board the *Chaudiere* spotted a small overturned boat which proved to be the *Puffin* which sailed from Norfolk, Va., on May 21 with two men on board who were attempting to row across the Atlantic to England.

Cdr. J. I. Manore, the *Chaudiere's* commanding officer, recovered the *Puffin* and continued to Lisbon where representatives from major news agencies round the world awaited her arrival. The *Puffin* was turned over to relatives of the victims and British authorities.

Chaudiere joined the squadron off Portugal and the ships headed for exercises in United Kingdom waters. During these exercises British Westland helicopters were successfully operated from the flight decks of the RCN helicopter-destroyers.

The ships visited Falmouth, Londonderry and Portsmouth and on Nov. 30 returned to Halifax.

On their arrival in Yugoslavia, the crew of HMCS Margaree was given an official inspection during the official welcome given to the first Canadian naval vessels to visit Yugoslavia.

During the visit to Split, Yugoslavia, Commodore R. H. Leir, Senior Canadian Officer Afloat, laid a wreath at a ceremony at monument to the unknown Yugoslavian sailor.

SHOOT 'EM ON FILM OR JUST SHOOT 'EM

During summer manoeuvres at Camp Gagetown, a 408 Squadron T-33 makes a low pass over a burned out tank.

A couple of old pros are whipping 408 Squadron into fighting form for recce and ground attack in anticipation of four CF-5 squadrons planned for MOBCOM

by F/L T. G. Coughlin

It was a typical day on the prairies, quiet and peaceful. A gentle breeze rippled the long grass while the song of a bird added to the tranquil scene. Then along came the RCAF's No. 408 Squadron and for 15 minutes the area rocked with sound and fury.

A shrieking whine pierced the air as a T-33 jet hurtled earthward. Seconds later there was a thunderous roar as a 500-pound bomb exploded. Before that sound could subside another bomb was dropped then another and another as two jet aircraft quickly climbed then dove to drop their high explosives.

The air was heavy with the acrid smell of cordite as a column of soil and debris settled back onto the bomb-cratered earth. A slight pause then another set of "T-birds" came scorching in at right angles to the first pair. Four canisters detached from the aircraft and a fireball mushroomed skyward as 3,000 pounds of napalm slammed onto the target. More high-pitched sound as the aircraft slid into a line astern formation and began strafing runs. The rattle of machine guns could be heard over the roar of engines as each of the pilots in turn stitched bullet hole patterns across the targets. Around and around they went until, guns empty, the aircraft joined up in a finger-four formation and departed for home base. These live-firing exercises are carried out regularly by 408 Squadron, the RCAF unit responsible for tactical air support of ground forces.

Tactical air support has had both active and inactive phases in Canadian military history. During the Second World War many RCAF squadrons were used exclusively in the Army support role. When the war ended, this phase of operations dwindled until only one flight of RCAF Mustangs, plus one squadron of RCN Seafires — and later Banshees — were left to handle Army support requirements.

Then, in 1964, came the renaissance. In the Defence White Paper of that year it was decided that Canada's contribution to world peace would include mobile forces which could quickly intervene in brushfire wars before they became major confrontations. Ground forces would be prepared to go into the field with tactical transports and tactical fighters. No. 408 Squadron at Rivers was assigned the task of providing aircraft and aircrews trained in the weapons delivery role.

Because the Second World War has been over for more than 20 years, the number of pilots still in the RCAF with combat experience in the ground support role is naturally limited. Luckily, CFB Rivers has two of the best. The Commanding Officer of the base, Group Captain R. T. Davidson, got into the Army support role in 1940 when he and his squadron used the machine guns on their Blenheim aircraft to slow down the advancing German Army in the Balkans. He continued his bellicose activities in the Middle East and in December 1941 G/C Davidson and his Hurricane-equipped No. 30 Squadron engaged in a furious firefight in support of South African Army units in the battle of Halfaya Pass. Later, on the continent, he was the leader of the first Canadian Typhoon Wing employed in the Army support role.

The Commanding Officer of No. 408 Squadron, Wing Commander H. A. McKay, who is now passing along his hard-earned knowledge to squadron pilots, served his apprenticeship in the heat of battle as a Spitfire pilot in a tactical support role. Fortunately, the lessons learned in the crucible of war are just as applicable today when it comes to the matter of techniques. But there is one significant difference. In the Second World War a Mosquito or Mustang would be used for either photo or visual recce, a Typhoon for close fire support, and Spitfires to take care of bridges, convoys and such targets. Today the tactical pilot must handle all these specialized chores by himself with one type of aircraft.

Among the pilots in No. 408 Squadron there is a vast difference in background experience ranging from such old "pros" as F/Ls Bill Norm and Pete Olenick, with thousands of flying hours, to 24-year old David Spicer, who recently graduated as a pilot. But one factor is common to all aircrew on the squadron and that is enthusiasm. They all feel they are carrying out a vital role which will increase in importance with the emergence of Mobile Command.

Number 408 Squadron fliers prepare themselves for their ground support role by endless training and by joint manœuvres with the Army in Gagetown, and Wainwright, and in joint Canadian/US winter exercises in Alaska. The squadron has two main roles, reconnaissance operations and weapons delivery. To practise the recce role, navigation trips, extending for hundred of miles, are flown over farm and bushland in the area north of Rivers, Manitoba. This type of navigation is particularly demanding because the low-level and high speed (about 200 feet and 370 mph) limits the pilots' visibility and pinpoints are few and far between.

To add to the problems, the training officer makes the turning points as realistic (the pilots would say as difficult) as possible. For example, a small cottage almost hidden behind a hill represents an enemy command post and a culvert under a logging road is considered a vital dam. These turning points are so small that an error of only a couple of hundred yards will prevent them from being seen.

In addition, the pilots must reach their turning points within 10 seconds of their

estimated times of arrival. To give them something to do between turning points, there may be as many as five "targets" along the way. These targets may be anything from a herd of moose known to be in the area to a particular road and rail junction and the pilots will be asked to bring back both an oral report and photographic evidence of the targets.

The pilots must be both alert and discriminating before they start their cameras rolling, as the animals are hard to find in their natural habitat and the required road and rail junction will have an almost identical twin in the target area.

An added twist to these recce runs is to have two T-33s start out together, split-up and go their separate ways, then rendezvous at a predetermined point and make the final run in formation. The object of this exercise is twofold; first, by flying separately and over an apparently rambling course, there would be no way for an enemy to know where the aircraft were going. Secondly, by going in on the target in pairs, twice the firepower is provided.

To jet pilots who are accustomed to flying at 35,000 to 40,000 feet guided by radio aids or inertial systems, flying "on the deck" navigating by the contours of hills and the bends of streams, is a new and challenging environment.

New pilots on the squadron are also reintroduced to the joys of ground-school. At ground-school they learn the Army side of the Army/Air Force role and are given a complete Forward Air Controller Course (FAC) which is primarily intended for army personnel. The FAC course is designed to show people how to call for and guide an air strike against a ground target.

The pilots start off by learning Army terminology so that they will understand what is being asked for. They then learn the Army grid system which is used to locate positions on a map. Identification of Army vehicles is taught since it is important for a ground support pilot to know whether to use bombs or bullets on a particular target. But just finding the target in the first place can be tricky, so a good deal of time is spent on the use of camouflage.

Since the Army is capable of taking care of a good many targets on its own, artillery capabilities and limitations are thoroughly explained and pilots are shown how armoured vehicles manœuvre and fight.

After two weeks of ground-school the pilots go to the Royal Canadian School of Artillery at CFB Shilo where they go into the field with Army units and get practical experience by directing their squadron colleagues, flying T-33 aircraft, against ground targets. The Air Force fliers also learn to sight artillery pieces so they can see for themselves how the Army can indicate a target by the use of smoke shells.

Having completed ground-school, plus 16 visual reconnaissance and 16 combined visual and photographic trips, plus hours of formation flying (some on instrument flight checkout and the FAC course) newcomers to No. 408 Squadron move on to the range for some on-the-job training. They watch the first dive-bombing, skip bombing and strafing runs from the back seat while the instructor up front shows how it should be done. On the second trip the would-be tactical pilot flies while the instructor rides the back seat to check on proficiency. From then on the pilot goes solo as part of a four-plane attack force and his training goes on indefinitely as he is brought up to, and maintained at, combat status.

For the dive bombing phase of the training, four T-33s fly out to the range, go into battle formation and begin their dives at 8,000 feet above ground level. As he accelerates earthward, the pilot aims through the illuminated sight in the aircraft and when it appears the same size as the target on the ground the pilot pushes a button. The bomb is released immediately and the pilot begins to pull out of his dive and for several seconds he has to endure the uncomfortable pressure of 3½ Gs (a 200-pound pilot would have a force of 700 pounds exerted on him). As he begins a climbing turn the pilot glances back to get an indication of his accuracy by smoke from the bomb burst and, as he climbs back to altitude, the actual position of his hit is radioed to him by the range tower.

When the pilot cranks around onto the final approach for his second dive, the second aircraft is climbing behind him, the third has just dropped his bomb and the fourth is plunging downward. A few seconds to get lined-up then the process is repeated. Around they go like angry hornets pounding their target — a wooden pylon — and leaving the area so pockmarked it looks like the surface of the moon. Then, if skip-bombing is scheduled, they go after a row of old cars

Only minutes after landing, film from T-33 recce flights is processed and negative is on the viewer with intelligence officer F/L John Prendergast scanning the image for targets.

On recce flights, pilots are given specific targets to find and photograph, but they also bring back pictures of targets of opportunity, and game provide good "eyeball" training.

As a team, Army and Air Force learn from each other; the Army the Air Force capabilities, and the Air Force the Army's needs.

Armourers get good training too at 408 Squadron, like LAC L. P. Poirier who is loading the .5 machine guns for ground attack.

After scorching low in line astern strafing attacks with their .5 machine guns, four T-33 jets from 408 Squadron form finger-four formation for last pass over targets at River Range.

and envelop them with a mass of gooey fire.

Ten strafing runs each is the next order of business. Streaking in at about 370 mph the pilot touches a button and two .5 machine guns clatter away as the target starts to dissolve. Proficiency in weapons delivery and accuracy in low-level navigation are "musts" for tactical pilots but there are other skills to be mastered as the fliers soon discover when they go on an exercise with the Army.

In the first place, the Air Force fliers learn that the Army has an uncanny knack for making vehicles practically disappear even when the terrain is unfavourable for concealment. And, for the first few times, a pilot can be forgiven for wondering where those vehicles were that he was supposed to find at a certain road junction. But as the expression goes, "practice makes perfect", so it isn't long before the recce pilot glances at a wooded area then starts recording the number of trucks and tanks hidden among the trees and behind bushes.

The pilot will then either go after the targets on his own or, if a report is required, he will hustle back to base. An aircraft landing after a photo reconnaissance operation presents a scene of frenzied activity. Before the jet engine whines to a stop, the film is extracted and rushed to a darkroom. Minutes later the negative roll is ready for observation and interpretation.

F/L John Prendergast, 408's Intelligence Officer, puts the roll on a spool and winds it across a light table while peering at the frames through a stereoscope. The targets immediately apparent

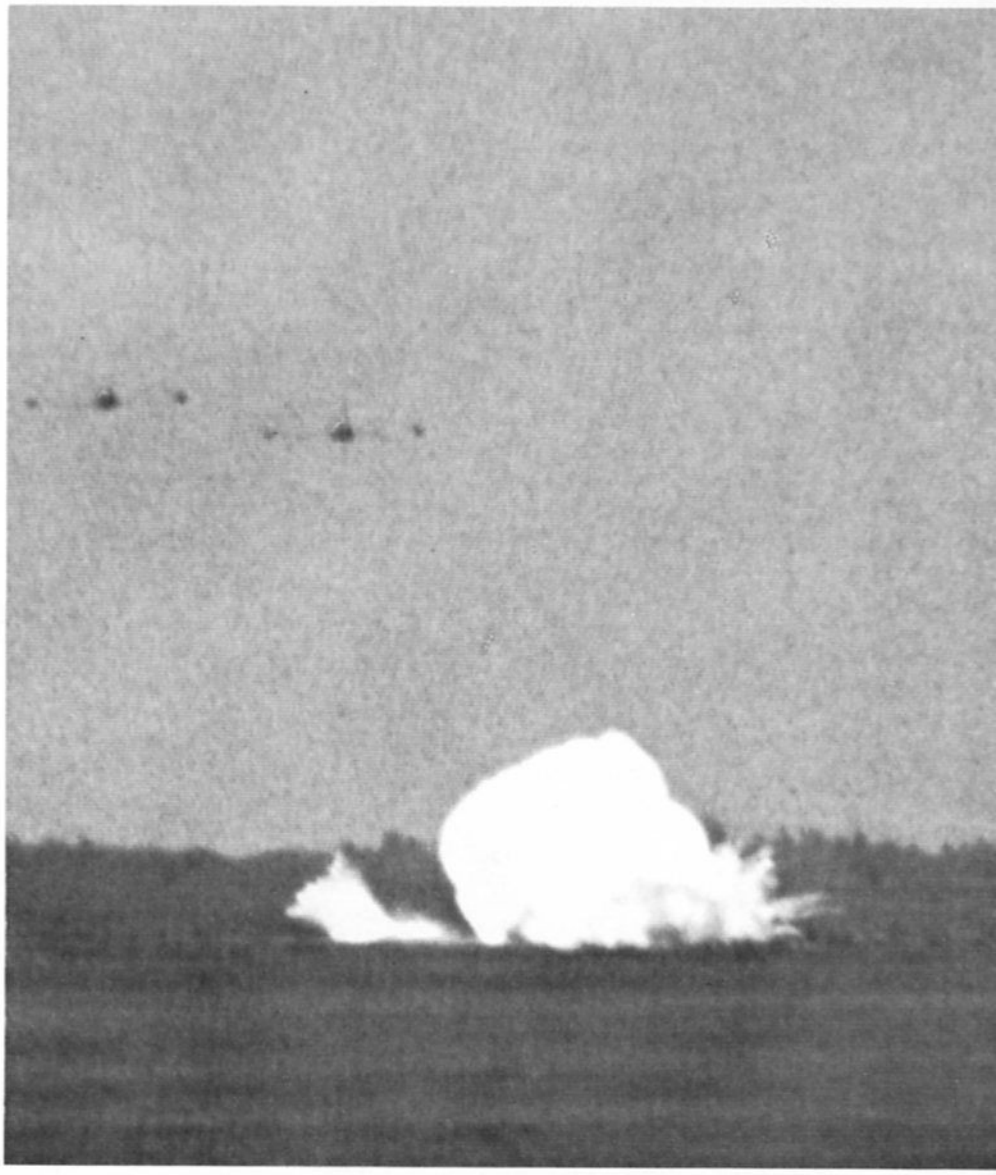
While practice bombs are normal, pilots do drop 500 lb. HE bombs periodically like this one being loaded by LAC J. A. Cote.

Pilots are looking forward to arrival of CF-5 tactical ground support aircraft and formation of first squadron planned for mid-1968.

have a notation inked onto the negative edges. Suspicious looking negatives are sent back to the darkroom for blown-up prints. The I.O. then prepares a mission report (MISREP) of his findings which is quickly transmitted to the army unit requesting the reccee. By NATO standards this report must be on its way within 30 minutes from the time the aircraft lands at base.

When the enlarged prints are received from the darkroom the I.O. has another look at the doubtful areas. If he finds that he made a mistake in his original report, for example, the vehicles on the negative were tanks not trucks, he sends out a "hot-photo report" giving the amendments. "Speed", states F/L Prendergast, "is more important than accuracy in many cases because the situation is fluid. It is better to report a number of vehicles at a certain location even if you aren't sure of their type than to wait until you know what they are. If you wait, the vehicles may drive off and that target of opportunity is gone".

By constant practice and by joint manœuvres with the Army in the field, No. 408 Squadron is bringing to perfection its higly-specialized skills. This role of close air support for Army units is much appreciated by the men on the ground. "As a matter of fact," states S/L K. O. Simonson, Officer Commanding the T-33 Flight of No. 408 Squadron, "the only complaint our Army friends have against air support is that they don't get enough of it". This complaint will be largely taken care of in the near future when the eagerly-awaited CF-5 aircraft begin coming off the production line.



A searing ball of napalm fire blossoms over a line of old cars which simulate convoy of military vehicles for the 408 T-Birds to attack at the Rivers bombing and gunnery range.

Sgt. Plourde and his Korean wife cannot venture far from home because of his duties, but find the country rich in friends, and attractions.

KOREAN SOJOURN

by Sgt. J. R. Plourde, RCASC

If you had told me back in 1952 that I would spend four years in the Far East, I would have been more than somewhat sceptical. Yet here I am in Korea with three Eastern tours behind me.

The chain of events leading up to my present job started in July 1953, when a Military Armistice Agreement was signed between the Peoples Republic of North Korea and the government of South Korea along with its United Nations Allies. However, no actual peace treaty or political agreement has been signed to date. Because of this, the United Nations Command, under which the Canadian forces fought during the Korean War, still exists. Canada provides a Liaison Group to the Command, with the Liaison Officer also serving as Canadian Member of the Participating Nations' Advisory Group to the United Nations Command Military Armistice Commission (UNCMAC). As a result of Canada's contribution to peace in this country, I am the only Canadian NCO still on duty in Korea.

This is my second tour of duty in the Republic of Korea. My first tour was from January 1962 until January 1963 and on its completion, I was posted to No. 9 Transport Company RCASC in Ottawa where I served for two years. On 10 January 1965, I once again left Canada for my second tour of duty in Korea. This was to be another one-year tour but a few months after my arrival, I asked for and was granted a one-year extension which ends in January 1967.

Although many Canadians served in Korea during the Korean War, few would know the country today. Since the 1950s, many changes have taken place in this emerging democratic nation which, while making tremendous progress in the economic, military, political and scientific fields, still faces many problems.

Not the least serious of these is a divided Korea. This unnatural geographical and political division on the country into a South Korea (Republic of Korea) and a North Korea (Democratic Peoples' Republic of Korea) has caused great suffering and loss of life to the Korean people as a whole and continues to be a drain on the national wealth of the ROK. The maintenance of a large standing army is also a heavy burden on Korea's growing but young economy.

While I have travelled to some extent throughout this country, I normally live and work in Seoul, the Korean capital. This is a sprawling and bustling city of about three and a half million people. In the last few years, great strides have been made to modernize this city and to improve the general living conditions of its inhabitants. One would never know that only a decade and a half ago, this city was almost completely devastated by war.

Night clubs and restaurants are numerous and it is a "must" for the visitor to sample Korean food in a local establishment; "Pol-go-kee", for example, is indeed delectable. In addition to a generous helping of rice, a Korean meal will also include a side dish of "Kim-chee" which is a highly spiced and very hot salad usually made of cabbage and red peppers. Prices in better-class restaurants are very reasonable; dinner for two will rarely cost more than six or seven hundred won, which is approximately two and a half dollars.

The Canadian Liaison Group with the United Nations Command is quite small. It consists of a Liaison Officer, myself and two indigenous employees. At present, the Liaison Officer is Major C. M. Pyne, PPCLI, who replaced Major G. M. Logan, RHC, on the seventh of July last year. The Canadian Liaison Office is located in the United Nations Compound together with the offices of the other UNC Liaison Groups representing Australia, Ethiopia, New Zealand, the Philippines, Thailand, the United Kingdom and the United States. The US support detachment, which is responsible for the administration of the compound, employs a number of civilians as well as a few ROK soldiers. In all, approximately sixty-five people, including the local civilian employees (waiters, cooks, drivers, etc) are located in the UN Compound. The United Nations Command Headquarters is less than five minutes' driving from the UN Compound.

My duties here, generally speaking, consist of assisting the Liaison Officer in his liaison, representational and other duties. Needless to say, being the only NCO in the detachment, I am sometimes called upon to carry out tasks that are somewhat remote from normal military duties and some of these tasks can be a little awkward at times.

For instance, delivering invitations for a Canadian sponsored reception may not appear to be a difficult undertaking, but here in Seoul it can be a time-consuming chore. House numbers and street names mean very little in a Korean address as buildings were numbered according to the time they were built, and street names, if posted at all, are generally written in Hangul (Korean) characters.

The administrative side of my duties, such as the typing of monthly reports, general correspondence, filing, etc., is quite straight forward. On the other hand, this being the only official Canadian office in the country, inquiries of all types are directed here. We have had inquiries, for example, from a Canadian in the US Army in Korea wanting to know the status of his Canadian citizenship, Koreans wishing to immigrate to Canada and Koreans wanting to contact Canadian soldiers whom they knew during the Korean War. We channel these inquiries back to the appropriate agencies in Canada. The few Korean words and phrases I have learned prove very useful when telephone calls are received from people who speak Korean only.

Another of my duties is to ensure the Canadian staff car is kept in good running order. Fortunately, we have a good working relationship with the US Army motor pool nearby, and receive excellent service from them. The procurement of spare parts is sometimes difficult, but somehow we manage to keep the car going.

Because there are only two of us here, it is difficult for any one to be away for extended periods of time. Therefore, leave entitlement is accumulated and taken after our return to Canada. But, we do get some time off for short trips. Last October, for instance, the UNC Protocol Section arranged a "Liaison Trip to UNC (Rear)" for the NCOs of the Liaison Groups. We were flown to Japan

As a one man show, Sgt. Plourde finds the variety of jobs keep him jumping in his office.

"Keeping the car going isn't always easy". But Sgt. Plourde and driver Mr. Chang sure try. Each liaison group generally occupies half of a quonset hut, with Canada opposite Turkey.

with MATS and quartered at Camp Zama near Tokyo. We stayed there four days during which time we were briefed by the Commanding Officer, UNC (Rear). Air transportation from Seoul to Tachikawa and return was courtesy of the United Nations Command.

Also, at least twice a year, I have occasion to travel to Pusan on the southern tip of the peninsula for ceremonies at the United Nations Memorial Cemetery where three hundred and seventy-eight Canadian servicemen are buried. This, incidentally, is the only military cemetery under UN auspices in the world.

Getting to more personal matters, an important event took place for me here last October when I married a Korean girl. I had met this young lady during my first tour in 1962. For a foreigner to marry a Korean girl is in itself quite an experience. My wife and I had to be married twice — first the church marriage and then, to satisfy Korean authorities, we had to be married again at the British Embassy. Finally, a trip to the city hall to obtain the Mayor's signature was necessary to make our marriage valid by Korean laws. My wife is anxious to see Canada and to meet my folks.

Since most liaison NCOs are either single or unaccompanied, social life among other ranks is very limited. My wife and I, however, have some good Korean friends with whom we exchange visits, and we have become very close to some Canadian missionaries as well.

The Canadian NCO who will be coming over to replace me can expect almost with certainty that he will also become the UN Compound Sergeants' Club secretary. At least this has held true for the past six years. The NCO in charge of the US contingent automatically becomes Club president and the British sergeant gets "elected" treasurer.

This Sergeants' Club is operated in the UN Compound for NCOs from six different countries; Canada, Ethiopia, the Philippines, Thailand, the United Kingdom and the United States. The other nations represented in the compound have no personnel of senior NCO rank. The club is a cross between a US NCO club and a Canadian or British Sergeants' mess and is very active. A few months ago we were hosts to US Marine Corps Major General Joseph O. Butcher, Senior Member for the UN Side of the Military Armistice Commission. And about two months earlier, we had a similar get-

together with the former Senior Member, US Air Force Major General Harry J. Sands Jr. Such occasions are for us a great honour and give us a good opportunity to be briefed directly on the Commission's activities.

Then too, as a Canadian citizen in Korea, I have had opportunities to attend some official functions from time to time. Last year on the first of July I was invited to the "Canada Day" reception and I was introduced to General Dwight E. Beach whose position in Korea is unique in that he "wears three hats" as Commander-in-Chief United Nations Command, Commander-in-Chief US Forces in Korea and Commanding General 8th US Army. A few months prior to that, I attended a reception given by the Canadian Ambassador to Japan and Korea and among the guests were members of the Korean Cabinet and a number of US and ROK generals including all ROK Armed Forces Chiefs of Staff. Earlier this year, at a similar reception, I had the honour to meet US Air Force Lieutenant General Benjamin O. Davis Jr., who is presently United Nations Command Chief of Staff.

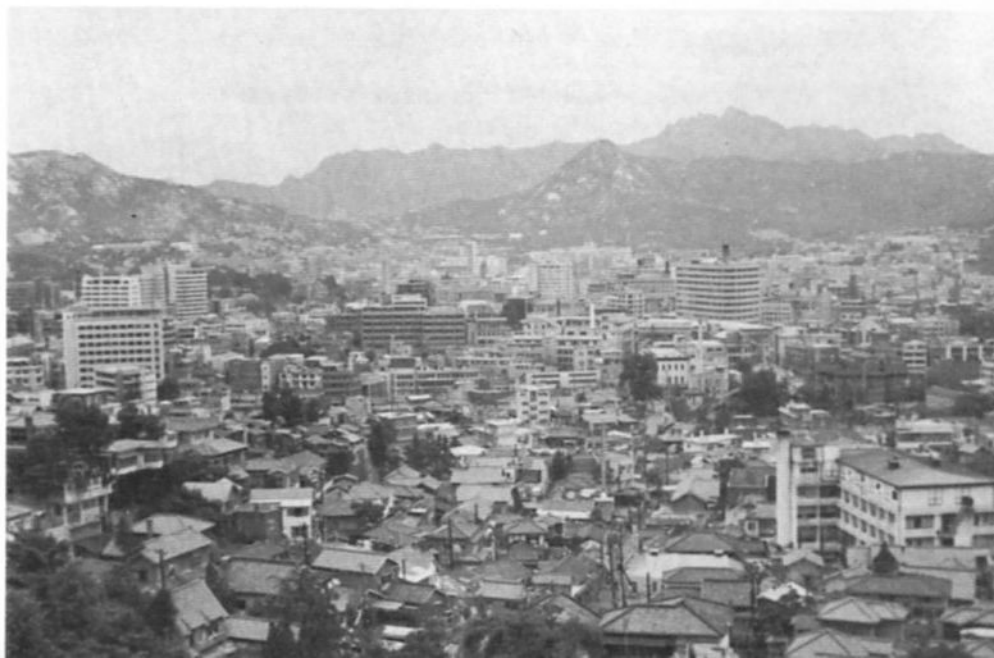
Opportunities to participate in sport activities are ample here with the US Army. The main UN Post contains, among other things, two swimming pools, a few tennis courts, baseball and softball diamonds, two gymnasiums and a very modern golf course complete with bar and lounge facilities. Also, for the sun lover who wants to get away from the military, there are several beaches and weekend resorts within easy reach of Seoul, one of them being the Chong Pyong Reservoir about thirty-five miles from the Capital which has good swimming and water skiing.

Service in the Orient is indeed fascinating. Counting the fifteen months I spent in Vietnam, I am now completing my fourth year in the Far East. During that time, I have had the chance to visit many oriental countries and it has been an experience I will never forget. I can honestly say that the time I have spent in Asia, more particularly in Korea, has served to broaden my understanding of the Asian people and my general outlook on life.

But, although it is with regret that I will say "Adieu" to the "Land of the Morning Calm", I can hardly wait to get home to Canada and to introduce my wife to my relatives, my friends and her new homeland.

Sgt. and Mrs. Plourde are looking forward to a reunion with his family in January, 1967.

Vets of 1954 wouldn't recognize Seoul today with its new skyscrapers in downtown section.



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THE NAVY TAKES ON THE ARMY

Twenty reserve sailors took their integration with a face full of prairie dirt last fall when they entered a team in the Eaton Cup competition — a trophy awarded for the efficient conduct of an infantry fighting patrol.

Although the Navy team (from HMCS *Chippawa* in Winnipeg) finished third at CFB Shilo, their efforts were summed up by Petty Officer Roy Williams, as he puffed up a hill burdened down by pack, steel helmet and rifle: "You've got to admit it gives you a lot more admiration for the army — every step I take forward, I slide back half."

This year wasn't the first time the Navy has entered the Eaton Cup competition. Navy teams have won the trophy twice during its 26-year history. But the other victories came when the cup was given strictly for rifle shooting.

In recent years the trophy rules have been changed to provide a more realistic setting, and since it has been ten years without entries from the air force or navy, the ground rules have gradually changed to where the competition has been strictly for infantry.

The Navy's entry this year resulted when Lt. Glen Calder — who is responsible for gunnery training at HMCS *Chippawa* — watched a similar contest a year ago.

Lt. Calder convinced his commanding officer that he should enter a Navy team. "After all," he said "the Navy does have occasion to send shore parties to seek out objectives. I thought it would be a good idea to practise with the Army — they do it all the time."

He started with a total of 32 volunteers, and picked his 20 man team from them. They obtained military equipment from the Regional Ordnance Depot in Winnipeg, and received two lectures — one on fieldcraft, the other on camouflage — from a retired Army NCO.

An ugly and experienced enemy provided realistic battle conditions for naval warriors.

The rest of the time they were on their own.

When the first "enemy" shots rang out, Lt. Calder said most of his men stood and looked around, while he shouted at them to "get down".

Throughout the four-mile course the teams were accompanied by marking umpires, and the Navy team scored remarkably well.

"My CO was quite happy when I told him we came third," said Lt. Calder. "He thought there were five teams entered, not three."

The competition itself was won by a team from the Royal Winnipeg Rifles, under Capt. Richard Malone — the son of wartime Brigadier R. S. Malone who is now publisher of the Winnipeg Free Press.

The Rifles team have won the trophy for the past three years.

Lt. Calder says next year things will be different.

In borrowed uniforms with borrowed weapons, RCN team was given good rating by umpires.

Navy team went into battle after a one-hour lecture on fieldcraft and one on camouflage.

The RCN team of 20 men was chosen from 32 volunteers to compete for the Eaton Cup.

Three Centurion Mk IV tanks roll over a newly installed bridge in the devastation of a mock battle in war games scenery in author's home.

AFVs

IN MINIATURE

by Admiral Dillon (retired)

There are collectors of many things. Some favour stamps, coins or butterflies; some go in for match folders or beer bottle labels. Today there is a growing field of interest with a host of world-wide followers in the collection of scale models of armoured fighting vehicles (AFVs).

This is not restricted to the assembly, painting and exhibition of tanks and associated tracked vehicles, but it is a hobby involving extensive research, accumulation of technical data and endless discussion with fellow "buffs". A number of national and international groups and societies exist to further this hobby and its enthusiasts may be found in all walks of life, including many who have never served in the military.

While the tank made its first appearance on the battlefield in the First World War where it was used (or misused?) as an infantry support weapon, it was not until the Second World War that it came into its own. Words like Blitzkrieg and Panzer leapt into the headlines. Tanks became synonymous with the war of movement and were the spearhead of the invasions of Poland, the Low Countries and Russia. Nowhere was armour more significant than in the see-saw battles on the deserts of North Africa, culminating in the final repulse of Rommel's Afrika Korps at El Alamein. Normandy and North West Europe saw the tank come into its own both in offence and defence.

Tank development proceeded at a frantic pace on both sides, and the early models with light guns and thin armour were soon discarded for progressively heavier and more battle worthy types. German tanks initially held the lead until the Russian T-34 became master of the Eastern Front. British design followed apace but it was not until the full resources of American industry were brought into play that the Allied Forces were able to compete. The US M-3 and M-4 variants, while not the best, were by sheer numbers able to gain ascendency over the Panther and Tiger.

Since 1945, tank development has continued unabated. Today, armour forms the backbone of the ground forces incorporating all the advances of military technology. The "family" of AFVs has grown to include the mechanized infantry combat vehicle (APC), self propelled artillery, command and reconnaissance vehicles and associated equipment like recovery, bridging and engineering tanks.

The hobbyist will find hobby shops stocking a wide range of accurate, detailed scale models and kits; hobby magazines giving increasing space to the subject, and there is a wealth of reading matter in books, technical magazine and military journals. The Royal Armoured Corps Museum, Bovington Camp, Dorset supply at very modest cost excellent booklets on the evolution of the tank from 1915 to the present day. In Canada, the AFV NEWS published by the Miniature AFV Collectors Association, C/o G. Bradford, RR 2, Preston, Ontario is a very rewarding bi-monthly.

The collector will find a choice of scale. Where space is a consideration, and it usually is, the 4 millimeter to the foot is ideal, being close to the model railroad HO scale. Large models in 1/21 or 1/35 scale are also popular. Some of the best detailed small scale AFVs come already assembled from Austria, while others are products of West Germany and Japan. From England come some fine kits especially suitable for conversions.

Finally, the confirmed enthusiast will want to see the real, life sized article. A good start can be made at the RCAC Museum at CFB Borden. Further afield is the Patton Memorial Museum at the US Army Armour School, Fort Knox, Kentucky, and one of the best collections of Second World War fighting equipment including tanks and artillery is at the Ordnance Museum, Aberdeen Proving Grounds, Maryland. Visits to these places will encourage the collector to modify and convert stock models to unusual and special purpose tracked vehicles, and provide detail on colour schemes, tactical markings, and fittings.

If you have never thought of it before, investigate. It is just as fascinating as vintage cars and aircraft, perhaps more so. If you are already a "buff", you know!

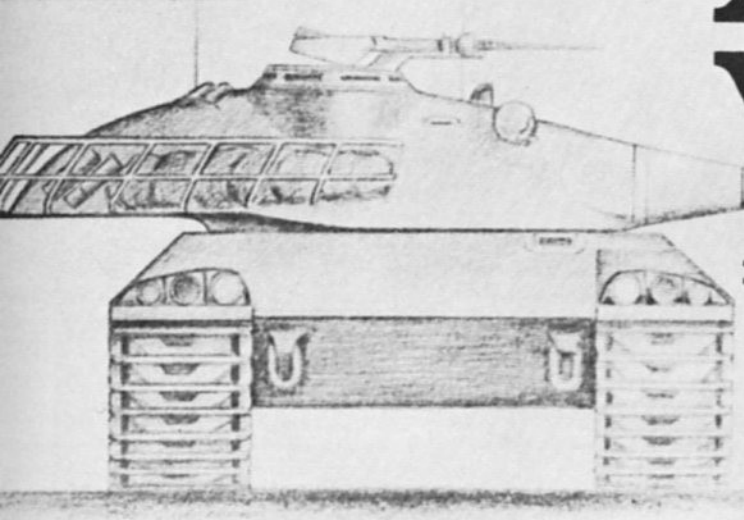
Representative of the research involved in building and painting the AFVs is this booklet which author used for reference. In foreground are a World War I tank, and latest Swedish "S" tank, in which gun is aimed laterally by steering vehicle and vertically by raising wheels.

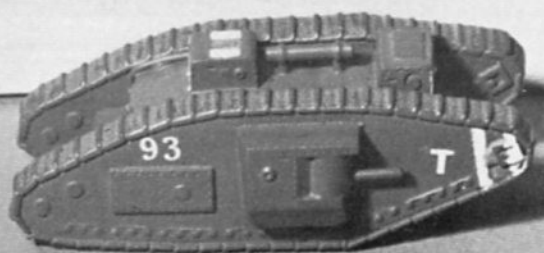
Some of the author's collection show the variety of types and vintages of vehicles available: front row (l. to r.): Churchill bridge layer, Russian T-34/85 and T-44/85, German Tiger tank destroyer and King Tiger 12.8 cm, and Sherman M4 Crab; back row (l. to r.): U.S. Sherman M4/76, Sexton 25 pounder self-propelled on an M4 chassis, Churchill Mk 4 Snake, and Centurion beach armoured recovery vehicle. In lower picture, the reality that can be achieved with the vehicles in war games is well illustrated by one section of the mockup.

ARMORED VEHICLES

from their conception to the present times

compiled by GEORGE BRADFORD





NEW ORDERS AND REGULATIONS

The allowance for a local authorized move of furniture and effects has been increased from $75 to $125 retroactive to 1 January 1966.

This allowance is for service personnel ordered to occupy or vacate a married quarter, or to move from one married quarter to another. Supplementary claims may be processed for an additional $50 for personnel who made moves after 1 January 1966, but before this amendment came into effect.

Other recent amendments to regulations now permit:

- service members serving with the UNEF to receive ration allowance while on authorized UN leave; and
- claims for personnel authorized to travel and receive reimbursement of actual expenses to be processed without itemizing meals, except where less than three meals per day are claimed.

CFAO 2-5: Gives the locations of the nine Management Study Units in Canada and Europe and describes their functions.

CFAO 9-5: Sets out the objectives and responsibilities of first aid training in the Canadian Forces.

CFAO 30-1: Details fire prevention services in the Canadian Forces.

CFAO 34-28: Prescribes the medical examination and screening to be carried out prior to the movement of dependants to areas where only limited medical care and social services are available.

CFAO 56-18: Stipulates special duty areas where members of the Canadian Forces who have served there may apply for pension entitlement in respect of disability arising from injury or illness incurred while serving in these areas.

CFAO 30-4: Gives guidance on official photographic coverage of fires affecting DND property for investigative purposes.

CFAO 34-22: Outlines program to preserve human hearing by preventive steps, such as noise control and personal protective measures.

CFAO 56-9: Details benefits available under the New Brunswick Hospital Services Plan to dependants of members of the forces.

CFAO 56-10: Specifies benefits available under the Newfoundland Health Insurance Service to dependants of members of the forces.

CFAO 71-1: Explains how members of the forces can assist the National Research Council Associate Committee on Meteorites by accurate reporting of any sightings of falling meteors.

CFAO 20-6: Prescribes the lengths of tours at overseas and isolated units.

CFAO 9-21: Details the policy and scope of the French language training program in the forces and describes the two training methods being used.

CFAO 26-8: Prescribes how service personnel may obtain certificates of birth for children born abroad.

CFAO 231-2: Specifies charges for use of DND aerodrome facilities by civil aircraft.

CFAO 2-3: Outlines the responsibilities and functions of the Canadian Forces personnel selection organization.

CFAO 18-3: Explains how orders, decorations and medals may be replaced and lists the insignia replacement prices.

CFAO 26-9: Prescribes procedures to be followed for registration of births for Canadian citizenship and retention of Canadian citizenship of dependants of service personnel serving abroad.

CFAO 27-2: Gives instruction to units on operation of motor vehicles purchased from non-public funds, including type and scale of insurance to cover such vehicles.

CFAO 36-13: Gives safety precautions that can reduce the danger to personnel where vehicle antennae come in contact with power lines.

CFAO 56-6: Describes the purpose and organization of the RCAF Benevolent Fund and types of assistance it can render.

CFAO 22-3: Specifies duties and responsibilities of special investigators.

CFAO 22-4: Prescribes the organization and duties of the military police and security services in the Canadian Forces.

CFAO 34-27: Reminds members of the Canadian Forces that on attaining the age of 40 years they shall have a complete medical examination annually during the anniversary month of their birth.

CFAO 56-16: Outlines benefits available under the Yukon Territory Hospital Insurance Services Plan to dependants of members of the Canadian Forces.

CFAO 56-17: Outlines benefits available under the Alberta Hospitalization Benefits Plan to dependants of members of the Canadian Forces.

CFAO 9-23: Sets out the policy governing trainees from Commonwealth and foreign countries while in Canada.

CFAO 9-24: States when reimbursement may be made for cost of textbooks required for out-service courses.

CFAO 20-25: Details the conditions under which public expense transportation of a service member on compassionate leave may be authorized.

CFAO 53-8: Sets out the procedure for the photographic coverage of accidents involving Canadian Forces motor transport.

CFAO 71-6: Describes the procedure for the reporting of unidentified flying objects.

CFAO 20-2: Advises personnel entitled to travel at public expense that they may proceed by commercial airlines provided that it is the most practical or economical method of travel.

CFAO 24-3: Sets out the procedure to be followed in notifying a serviceman of the death or serious illness of his next of kin or a member of his immediate family.

CFAO 50-7: Specifies conditions under which members of the Regular Forces may participate in sports parachuting.

CFAO 56-15: Describes the aim of the Canadian Forces social work services.

I don't always look this smart on training flights, but when we are serving meals and refreshment to important people we do our best to look professional and be professional.

COOKING MY WAY AROUND THE WORLD

by Corporal W. P. Jacobs

It was 4:30 in the morning and we were stooging across the Indian Ocean when I dropped an egg.

As I cleaned up the mess on the galley floor, I had a vague feeling that this was not my day. The eggs were sticking to the frying pan and I was tired after 17 hours on the go — 14 of them in the air.

But between us, Clarence and I got a good breakfast into the crew of the *Yukon* before we landed in Tanzania. By

the time we approached the airport over the lush, green jungle, the galley was shining, the waste was packaged for disposal, and we'd tidied up the passenger cabin.

Clarence — Corporal Shenton — and I are flight stewards in No. 412 Squadron. When senior personnel travel on world trips we cater for them. To do this well we have to train like the rest of the crew so that there are no hitches in our service to the passengers.

This particular trip around the world was strictly for training: familiarizing the aircrew with routes, operating conditions, airports, ground handling facilities and so on. For Clarence and me, it was an exercise in buying, accounting, preparing and serving meals in the air. Unlike civil air lines which serve TV-type dinners, we prepare all our meals from bulk rations. On this trip we had to buy rations in seven countries in several languages and with about eight different currencies.

When we hit Tanzania we were about half way through the tour and ready for a crew rest. We were delighted to be met by Canadian Army and Air Force people; they had all the facilities and answers, and they took a big load off our shoulders. We just walked away from the aircraft and hit the sack.

The next morning, with so many friends around, it didn't take long to prepare for the next leg of our trip, and we had time to relax. Some of the people who were with No. 412 Sqn, and who are now with the RCAF Detachment in Dar es Salaam, rallied around and gave us one of those rare experiences which make these trips memorable.

In one of their cars we plunged into the jungle on a dirt trail to visit one of the native villages. En route, we met a band of Masai lion hunters who had just walked through from Nairobi. The men and women in the band were at least seven feet tall, and the cloaked hunters carried their long lion spears with three foot steel heads. We chatted with them for quite a while and they were just as interested in us as we were in them. The old hands in the party felt that the hunters hadn't met many white men before. Anyway, I certainly hadn't met a lion hunter before, let alone had his arm around my shoulders. Seven feet high!

These bonuses happen once in a while, particularly when we have time on the ground. During this sixteen-day trip we landed in California, Honolulu, Wake Island, Hong Kong, Malaysia, a tiny atoll in the Indian Ocean called Gan, Tanzania, South Africa, Brazil and Jamaica before we landed back in Ottawa. But we only had two days crew rest in Hong Kong, Tanzania, Brazil and Jamaica, and a good part of that time in each place was spent in sleeping, preparing the aircraft for the next leg, and in procuring rations.

Obviously, the more often we drop into these ports of call, the less time it takes to do our work. For instance, I learn the best places to buy food, and this can be a bit tricky at times. At airports run by the British or Americans I can generally buy rations from their food services or commissaries. At other places I may be forced to rely on the local economy. In such cases the language sometimes poses problems, and the different monetary systems and rates of exchange make me feel like a computer. But we always seem to manage somehow to get the rations we need.

And, of course, the right rations are extremely important to us. If we are to produce tasty, nourishing meals, we have to have the right ingredients. A typical lunch on this last trip included apple juice, pork cutlets, apple sauce, broiled potatoes, creamed corn, bread and butter, tossed salad with dressing, and cake, followed by tea, coffee or milk.

All of this is prepared in our tight little 8 x 2 foot galley, and with 23 people to feed we were kept pretty busy. On this last trip, we served 276 in-flight meals during the 87 hours and 15 minutes we spent in the air.

We get a big assist in our work from the transportation technicians who do a lot of the serving. On a training flight, they serve all the meals to the crews, and when we're carrying passengers, they can either serve or set up the trays. We're pretty flexible in our routine.

So, if flexibility and mobility are the watch words of the Canadian Forces today, Clarence and I think we qualify on both counts.

And when Daddy comes home from one of his world-ranging tours there is always something new in his PMQ at Uplands to intrigue his children and as new conversation pieces.

THE DEVIL YOU DON'T KNOW...

But supply and logistics people soon will be well aware of the program for Development of Integrated Logistics (DEVIL) and the ultra modern computer system that is anticipated to streamline and support materiel supply

by Major V. H. Ridley

Colonel K. R. Ward, Senior Data Processing Officer at Matcom discusses a point with Consol Operator FS D. C. MacKenzie in the data processing room at Matcom, where the two computer system supports the Air Force supply system. A system similar to this, though perhaps more sophisticated, will ultimately handle the integrated supply and logistics for the Canadian Forces.

The armed forces of a nation afford its friends and enemies a tangible sign of its foreign policy. Involvement in defensive pacts, support for the ideals of UNO and economic and political sympathies are forcibly demonstrated by defence policy. The three fighting services of Canada have very different but complementary roles to play, and here lies the reasoning behind the decision to integrate them into one defence force.

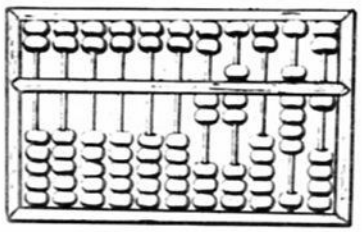
Historical and functional differences over the years have resulted in each of the three Services building up its own support and maintenance organizations. Now the unique decision has been made to create one integrated supply system to back all three Services.

The direction to do a complete study was given by the Chief of Technical Services, and the control, planning and implementation was placed under the chairmanship of the Deputy Chief of Logistics. The way ahead is a complicated one, as traditional service lines must be cut to allow completely integrated logistics management. The program has been given the name of "DEVIL" (Development of Integrated Logistics) and planning began in October 1965.

Although small by some standards, the Canadian Forces have a great deal of the most modern and complex equipment and a wide variety of response to different situations. Some idea of the magnitude of the task may be gained from the following figures; 700 self-accounting units draw supplies of all types to the value of $245 million annually. The three different supply systems, which cost the country $54 million per year in salaries and overheads, make four million distinct issue operations a year. Procurement of material to support the Services is diverse and whilst Canadian manufacture is the preferred source, awards of contracts in other countries is frequently the case or material may be obtained as part of the production-sharing program. The special requirements of the Army contingent to the Peace Force in Cyprus contrast sharply with those of an RCAF detachment in Lusaka. The magnitude of the problem facing the planners is increased by numerous differences in procedures, technical terminology and function between the various supply branches.

Why then disrupt efficient, separate systems in-being to create something new? What is to be gained from such a massive reorganization? The justification for the change lies in the word automation. For it is in the field of automatic data processing (ADP) that a new and exciting solution to the manifold problems lies. Advance technology in ADP will permit a complete, single, supply system to function with enormous advantages over the present situation. Economies in overheads, lower stockholding, reductions in manpower in the "tail", fewer administrative units, are some of the savings which will have an immediate appeal to Mr. Taxpayer. But of greater importance within the services will be benefits of standardized procedures and more rapid and more certain response to demands from the users.

How then is this monumental task being attempted? Primarily the planners



at CFHQ, all officers with long and varied experience in the different branches of supply, draw on their own experience and those of others. In October last the planners were formally launched and given their broad objective. The phase of problem definition is over and the systems analysis phase is well under way.

By the end of this year an overall outline design will be produced and it is expected that high-level approval should be gained by the Spring of 1967. From this point detailed work on the systems and also on the manning will be running concurrently. The whole project is closely monitored by a group of specialist officers who make use of the Arrow Diagramming technique of PERT, short for Program Evaluation Review Technique, which was first used in the now-famous US Navy Polaris missile program.

Secondly, study of partially-automated systems, such as the one which has been employed by the RCAF, produces valuable lessons. Since the original date of this installation in 1956 enormous technical advances have been made in ADP, particularly in the quantity of data storage and the speed of access. Again, new and better communication equipment will offer greatly increased speed of handling information, and flexibility of use. Other service projects such as an army trial to determine the feasibility of doing base stock control by using a remotely located magnetic tape computer, the automation of base inventory records at CFB Uplands, and the RCN shore controlled ship replenishment trial are valuable contributory studies.

Civilian scientists in Operations Research contribute with analysis of special problems where statistics and scientific disciplines are required. In parallel, studies on a new supply trade specification and other personnel matters are being carried out because of the unusual training and manning problems involved. Headquarters of Materiel Command which will, in the end, have the executive responsibility, takes a deep interest in the birth of this remarkable baby and how he will look and behave.

Let us now take a quick look at the crystal ball and see how it will look to the sailor, soldier or airman of the 70s. First, there will be one National Inventory Control Point where sophisticated ADP equipment will receive, process and store information with a speed and accuracy unimagined ten years ago. Rapid data transmission links will transmit user's demands, and send issue instructions to large Supply Depots, strategically placed across Canada. These Depots will service a number of large administrative bases where integrated supply staffs will take care of all the day-to-day administrative needs of the various units they serve.

A ship or an army unit, a squadron or a radar station will be relieved of much of the petty administrative tasks which seem so often to burden them today, and officers and NCOs will be free to concentrate on the essentials of their operational tasks. Long range, load-carrying aircraft will deliver stores to Canadian units overseas with speed and regularity. After the plans for integrating the various storemen and supply categories of the three services have been put into effect, the new Supply Technician will be more highly trained, more specialized and will enjoy a broader career than before. A material Organization unique to the Canadian Armed Forces will be the eventual outcome. There is no doubt, however, that the Canadian fighting man will have one of the world's most advanced and most highly automated systems behind him, responding rapidly to his every need.

Corporal Peter Batiuk, PPCLI, has been awarded the Queen's Commendation for Brave Conduct in recognition of gallantry while serving at Camp Wainwright on 1 December 1964.

At the time Cpl. Batiuk was on duty with two other NCOs in the priming bay during grenade throwing practice at the Alberta camp. In the course of his duties he spotted a smoking grenade lying in the bay.

The citation to the award states in part: "Despite the fact that he had less than four feet to go to place a wall between himself and the grenade — an action that would take less time and be much safer — he unhesitatingly bent down and picked up the grenade and hurled it over the wall of the priming bay."

With that action he saved his companions from injury and possibly death. The citation concludes: "His unhesitating and selfless action was in the best traditions of the Canadian Forces."

Warrant Officer 2nd Class Robert E. Chester puts a twist on what a busman does on holidays, and on a night off.

For holidays, the 38-year-old private bus owner gets out from behind the wheel and goes to a Militia summer training camp with the British Columbia Regiment (Vancouver). And on nights off he attends a Militia training parade.

"I have never missed a summer camp in my 20 years in the Militia," he says. "Being my own boss, I always schedule my trips to Reno so they don't conflict with summer training periods."

Reno — that's what the man said. His military employment is a technical storesman in the Canadian Army Militia. Privately, he drives tourists from Vancouver to the gaming tables of Reno and returns about twice a month, running his own charter service in conjunction with a Vancouver travel agency.

While 1966 was rolling toward its close **Flight Lieutenant H. J. "Howie" Rowe** was rolling beyond 1000 hours of piloting a CF-104 Super Starfighter.

He passed the mark in mid-November at Cold Lake, Alberta, where he is employed as a maintenance test pilot.

Corporal Harvey Copeland, RCAF, parachutes for business reasons. He also sets records.

Cpl. Copeland serves with Number 103 Rescue Unit at CFB Greenwood. Pararescue is his business, and during routine training late in 1966 he chalked up parachute descent 300, a unit record. When Cpl. Copeland landed, his OC, Squadron Leader R. A. Roane, was waiting to congratulate him, and to present him with a plaque on behalf of the officers and men of 103 RU.

Commodore R. J. Pickford, RCN, became Chief of Staff (Operations) at Maritime Command Headquarters, Halifax, in November 1966. He replaced **Air Commodore R. A. Gordon,** RCAF, who is now attending the Imperial Defence College, England.

Bishop Norman Gallagher, who in 1963 was elected Auxiliary Bishop to the Canadian Forces upon his retirement from the RCAF, has become Bishop Auxiliary of the Archdiocese of Montreal.

Five members of the Canadian Forces were made serving brothers in the St. John Ambulance Association at an investiture held at Government House, Ottawa, in late November, 1966.

The five presented with the black-ribboned medal of the St. John Cross in recognition of their service and devotion to the order were: **Sergeants Diedrich**

Cpl Harvey Copeland
unit record

WO Bob Chester
Busman's holiday

F/L Howie Rowe
1,000 on 104

Jeannette *Pierrette* *Laura* *Bernice* *Veronica*
Pert pigeons

Fehr, RCAMC, and **Garry Huff,** RCAF; **Corporals Maurice Landers,** RCAC, and **John Robert Martin,** RCAF; and **Leading Seaman Robert Handspiker,** RCN.

At the same ceremony **Lieutenant-Colonel Harriet Sloan** was promoted to the rank of officer sister; and **Lt-Col. Wilmot Stephen Wotton** was admitted as an officer brother.

❁ ❁ ❁

General Jean Victor Allard, Chief of the Defence Staff, has received the Laval University Alumni medal for 1966. The presentation was made by **Mr. Charles Blais,** President of the Alumni Association during the association's annual dinner at Quebec City.

The medal is awarded annually to a former student of Laval chosen by the association for outstanding achievement.

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Corporals Jeannette Hache, Pierrette Grandchamp, Laura Borsuk, Veronica Greer and **Leading Airwoman Bernice Bear,** fly as Flight Attendants from CFB Trenton, and now have the wings to prove it.

The five were among 60 people at the Air Transport Command Base who, on 4 November 1966, paraded to receive Flying Badges in recognition of their aircrew status.

Among those members of the armed forces now entitled to wear wings are navy personnel employed as helicopter rescue crewmen, and in airborne target towing duties; members of cabin or cargo crews in air force transport aircraft; and army crew chiefs in cargo helicopters. Certain personnel employed in air observation duties in reconnaissance aircraft are also entitled to wear the new flying badge.

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Warrant Officer 1st Class Frederick Hill reached back over 38 years continuous service with the RCAF and came up with a comparison.

"We have less spit and polish than in the old days," he said to an Air Commodore, two Group Captains and 300 senior NCOs and warrant officers who gathered in his honour at a retirement mess dinner at CFB Trenton in late November, 1966. "But," he added, "in the 30s, work and flying schedules weren't as demanding or complicated as they are today."

WO1 Hill should know.

He enlisted as a Boy, Carpenter's Helper, at Ottawa in 1928. Most of his prewar days were spent at Camp Borden, Trenton, Winnipeg and Regina, employed in workshops. But he flew, too, operating cameras in aerial photo operations by *Fairchild* aircraft in Canada's north country.

In the early years of the Second World War he served as a crewman aboard east-coast based *Delta* and *Bolingbroke* aircraft, and in 1942 moved to the west coast with a *Bolingbroke* squadron as WO in charge of maintenance.

At war's end he began duties with Air Transport Command, and chalked up 16 years as a maintenance superintendent for *North Star* aircraft; spending some of that time at McChord Air Force Base, Washington, USA, and in Tokyo, during the Korean War.

For his last six years of service he was on staff duties with the Aeronautical Engineering Branch at ATC HQ, Trenton.

WO1 Hill began retirement leave in December 1966. When that leave ends his length of service will have extended beyond 39 years.

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Sergeant George Doucette has spent about seven months at the Flight Engineer control panel of the giant *Argus* aircraft during the past seven years.

As a result, he's logged some 5000

WO Fred Hill
38 years

Sgt. George Doucette
7 months on Argus

hours flying time on the aircraft type; making him the first man in Number 415 Maritime Patrol Squadron, CFB Summerside, to do so.

All told, Sgt. Doucette has over 7000 flying hours to his credit since enlisting — at Summerside, by the way — in 1951.

He qualified as a Flight Engineer on *Lancasters* in 1955, and flew with Number 404 (MP) Squadron at Greenwood. He converted to *Neptunes* in late 1955, and to *Argus* aircraft in 1959.

❁ ❁ ❁

What young **Greg Mitchell** can do with plasticene and empty cigar boxes should have happened to a lot of communities.

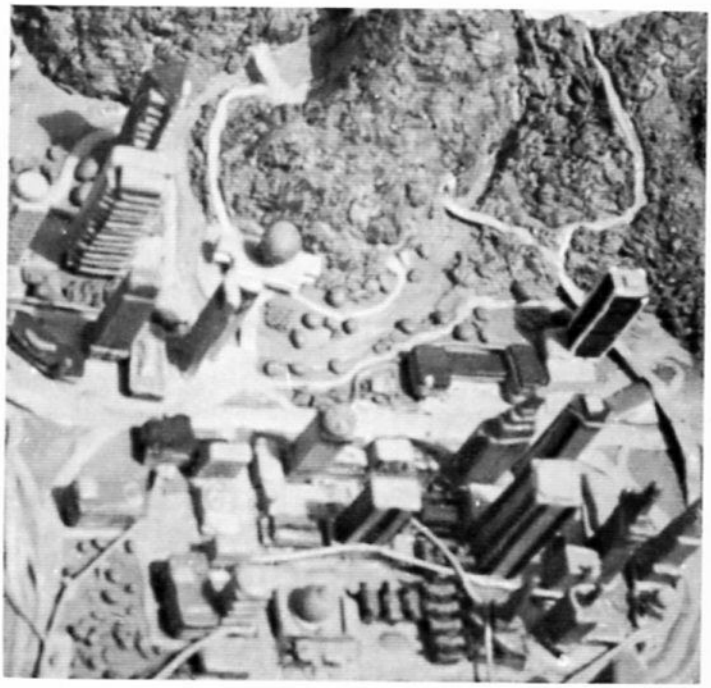
Greg, son of **Flight Lieutenant Ken Mitchell**, CFB Comox, is an amateur town planner. He is also quite a way along from the budding stage.

His current "town" occupies eight cigar boxes. It is laid out in vari-coloured plasticene; the streets carrying on from box to box and flanked by miniature town sections sculpted with an eye for intricate detail.

Perhaps the day will come when Greg will have something to say officially about real town planning. Meanwhile, back to the sound of jack-hammers and reconstruction.

❁ ❁ ❁

Greg Mitchell . . .



. . . Town planner

PROMOTIONS

The Chief of Personnel has been pleased to announce the following promotions. The CP also wishes to congratulate each and everyone of the 15,000 men promoted to the equivalent rank of Corporal as a result of implementation of the revised rank and trade structure on 1 October 1966.

NAVY

Chief Petty Officer 1st Class

R. J. Bunn
R. E. Campbell
D. Cosby
M. Donald
W. A. Doncaster
J. Farnsworth
J. Fehr
J. Ford
L. J. Fryer
G. F. Jarvis
E. A. Leppard
R. Lockyer
C. Longson
M. Morino
C. V. Pilger
A. J. Schimp
R. Utley

Chief Petty Officer 2nd Class

W. J. Adamson
L. Adkin
J. Armitage
A. Ascroft
L. J. Babcock
E. W. Cleary
D. Crowe
K. R. Curtis
G. H. Einarson
R. S. Faulkner
G. Fisher
R. J. Hall
B. F. Henry
C. R. Hewens
J. F. Karlich
J. L. Labrie
A. C. Leadbetter
A. Nowle
P. Penchoff
E. D. Pirie
W. Pitul
B. A. Rea
W. A. Rickward
J. J. Robillard
L. R. Snow
J. Thompson
W. N. Wallace
E. G. White
W. S. Whitefield
J. J. Williams
S. Wood

Petty Officer 1st Class

C. T. Archer
G. A. Barkhouse
W. A. Brousseau
W. E. Butchart
A. K. Clarke
W. M. Comeau
R. M. Cook
B. J. Cote
D. A. Deon
K. L. Dorush
J. G. Flynn
B. A. Gallagher
D. F. Harding
B. G. Hewitt
W. G. Hilton
G. H. Holt
G. A. Jenkins
R. M. King
K. R. Lawrence
B. C. Loughman
R. MacKay
E. M. MacLeod
D. McKer
G. Morgan
D. H. O'Sullivan
D. F. Parsons
P. J. Pinnoy
D. Purdy
P. E. Robert
H. A. Sinclair
G. Smith
J. R. Smith
E. Spearey
J. A. Trudeau
W. J. Venator
J. C. Voogt
K. G. Wadsworth
R. B. Williams
F. J. Young

Petty Officer 2nd Class

W. A. Abbey
B. T. Albert
R. Anderson
G. J. Anderson
L. H. Atwell
J. J. Auld
G. W. Bapite
R. C. Barbour
P. E. Barry
M. Beemer
D. R. Bell
E. F. Berezowski
V. M. Bitz
J. W. Blake
R. J. Blakey
D. J. Bright
W. P. Brintnell
N. Chomicki
H. G. Clark
M. A. Crabbe
K. M. Cummings
C. T. Dacre
F. G. Daniels
W. J. Demmery
C. J. Dery
R. Dorsey
G. J. Dort
F. W. Edgar
E. J. Gagnon
V. Herasimenko
D. W. Horton
D. R. Horwill
R. A. Hutley
J. A. Jossinet
M. Juhas
D. F. Kent
K. E. King
D. G. Knight
L. Lavigeur
M. G. Lemay
M. E. MacLachlan
J. J. Maheux
F. A. Manuel
D. C. May
J. T. McCann
A. A. McIntyre
R. W. McKinnon
W. R. Moore
D. W. Neale
R. Nelson
M. J. O'Donnell
J. E. Prevost
W. N. Redmond
J. J. Rivard
B. R. Rychliski
R. Sachetti
E. C. Sheehan
R. A. Suckling
G. D. Swindley
C. Thompson
O. E. Tolhurst
S. M. Toombs
J. C. Vanburen
B. R. Walton
W. A. Watkins
D. M. Watson
M. G. Wells
A. Westwell
R. W. White
W. S. Wigg

AIR FORCE

Warrant Officer Class 1

W. J. Madder
A. E. Simons

Warrant Officer Class 2

G. O. Berg
J. W. Chambers
R. S. Chedd
V. V. Corbin
R. S. Hicks
R. C. King
L. G. M. Martin
J. N. McCulley
J. O. Morrice
R. J. Racicot
R. B. Trask

Flight Sergeant

K. W. Bartlett
E. W. Black
W. J. Bonner
J. G. Carier
D. E. Chevalier
W. L. Clark
D. E. Crago
C. L. C. Creese
J. C. Cuthbert
M. P. Debert
R. M. Dryden
F. Fast
H. R. Foreman
R. G. Gibson
W. Gotzman
D. L. Hammond
D. T. Hansen
J. V. Hardiman
H. R. Laidley
R. A. MacLean
T. L. McConnell
C. M. McDougall
A. W. Patrick
G. A. R. Patrick
J. L. Provost
J. W. Richard
P. S. Robinson
H. W. Staples
C. A. Stroughair
R. B. Tingley
G. E. Warmington
G. A. Watson
K. R. Williams
D. C. Wiltzen
H. M. Woodland
R. D. Wright
B. A. J. Zuber

Sergeant

D. S. Allan
C. R. Amson
D. J. Annesley
S. R. Baird
T. D. Beaton
J. R. G. Beaupre
J. P. G. Bessette
M. A. Blackett
J. P. L. Boulanger
B. M. Boutaught
J. H. Burns

T. M. Chorny
D. L. Cleaver
R. J. Coleman
K. M. Coleridge
J. F. M. Coulombe
M. K. Cowell
C. A. Craig
D. D. Cunningham
J. R. Dalton
J. L. D'Amours
R. W. Darbyshire
L. S. Darr
G. E. Dean
F. E. Dooks
R. H. Dooley
R. E. Dorken
R. J. During
F. Evans
H. Faber
J. H. M. Fink
G. W. Forster
J. N. G. Foster
A. D. Fraser
R. W. Freeman
A. J. Gallant
J. D. Gallupe
J. H. Grady
R. O. Hammond
J. S. H. Howarth
D. J. Izzard
E. J. Jackson
J. Klassen
R. P. Koloff
J. A. A. Lamontagne
H. W. Langille
D. G. Leppard
G. E. Libby
M. E. MacDonald
R. J. MacDonald
P. C. MacNeil
R. E. MacRae
R. E. A. Moore
N. S. Nash
J. E. Nickerson
R. Peterson
J. A. P. Poirier
G. R. Price
P. A. Reid
J. B. V. Rivard
C. F. Ross
D. P. Sawers
T. F. Schlaht
J. F. D. Simon
J. R. Simpson
E. Sinclair
H. Smith
J. U. F. Soucy
F. A. Stewart
J. M. Symes
R. V. Tanner
A. E. Taylor
C. M. Thompson
R. M. Wadden
J. Wall
D. W. Wells
V. W. Willsie
R. A. Wright

ARMY

Warrant Officer Class 1

C. V. Casey
T. A. Collins
D. A. Embree
R. A. Getz
A. MacLean
L. A. Milberry
R. A. Page
J. P. Searle
J. S. Stewart
W. D. Turner

Warrant Officer Class 2

R. S. L. Aquino
G. J. Behm
J. W. Bergen
R. H. Blakely
J. P. R. Charbonneau
R. W. Cole
R. J. Curran
J. G. Dagenais
W. H. Denne
W. J. Denomme
E. H. Dzioba
I. Gagne
C. W. Hamilton
W. E. Hamilton
B. C. Hannam
J. A. Hudak
G. L. Isaac
G. C. Kavanaugh
H. R. Knowles
A. Ledger
J. A. MacCallum
W. D. MacLean
A. P. McIntyre
A. L. Minette
A. E. O'Connor
C. O. J. Oliver
T. E. Pennock
D. R. Rennie
L. E. Robinson
H. J. Scheving
G. Sirois
R. J. Slaney
L. R. Stephen
T. J. Sughrue
E. C. Wall
R. D. Wilbur
T. J. Williams

Acting Warrant Officer Class 2

J. O. G. Boivin
F. D. L. Hoffman

Staff Sergeant

G. R. Allen
A. F. Beck
L. R. Bottrill
L. Bourboing
B. A. Brennan
K. F. Brown
D. M. Buchanan
A. C. Chessell
E. Clamp
J. A. Clark
G. Diplock
W. Domanko
J. Dowhaniukk
W. E. Dubinski
H. F. Duce
D. J. Ferguson
E. O. Frazier
E. F. French
W. B. Gaebel
G. W. Gallinger
M. A. Gleisinger
J. R. Grant

Quit beefing! We break for a commercial in three minutes.

J. D. Gray
I. R. Hansen
A. J. Hardy
W. S. Harris
M. M. Hayden
W. F. Higgins
A. E. Hoare
A. H. Hussey
A. G. Hutton
W. J. Kenney
L. M. King
J. G. Ledgerwood
G. K. W. Libby
O. E. M. Martin
J. V. R. McDonald
D. J. R. McKenzie
W. E. McKenzie
S. P. Moody
A. H. Moreland
M. B. Munroe
A. R. Palmer
M. C. Parent
R. A. Paskar
B. E. Perdue
T. F. Proudfoot
D. H. Ray
J. C. Roberts
E. W. Rogers
G. K. Rowe
D. W. A. Royer
L. C. Ryan
P. E. Savard
J. R. Shonuck
G. W. Snelgrove
R. E. Sturgeon
W. L. Taylor
J. O. Thibault
M. C. Thompson
W. J. Tracy
K. E. P. Tyerman
C. L. Walberg
R. E. Wiggins
E. B. Wood

Acting Staff Sergeant

E. S. Sawatsky

Sergeant

R. S. Anderson
J. E. Arsenault
J. A. Bain
S. C. Barnes
E. L. Bastien
R. J. C. Benjamin
I. M. Berry
J. M. Bertram
J. L. J. Bisson
J. Bourque
V. F. Bowers
A. J. Brideau
J. W. Brine
C. E. Brooks
R. M. Buckley
R. J. Burke
R. M. Burns
E. J. Byam
P. E. Cady
W. Callagan
T. F. Callaghan
G. R. Cambie
N. G. Carbert
R. R. Carlton
W. J. C. Chace
P. R. Christian
G. A. Clarke
G. D. Clark
L. W. Clemons
S. O. Cleroux
R. B. Closs
J. F. Cloutier
G. P. Coe
P. G. Cole
R. T. Conroy
G. R. J. Constantineau
G. R. J. Cook
R. N. Crane
J. J. Daley
B. L. Darrah
A. R. Davidson
L. de Lahaye
R. Denham
J. H. D. Desbiens
R. J. L. Despard
J. M. Dion
L. A. Douglas
J. L. Doward
S. E. Duda
R. H. Dunham
L. J. Ferguson
H. S. Fields
B. A. Flemming
J. M. J. Fortier
R. D. Fraser
V. N. D. Fritz
L. C. Fuller
D. B. Gale
J. P. M. Gallant
C. J. Gauvin
W. H. Gibbons
V. P. G. Gilson
J. M. Girouard
J. R. Girouard
R. W. Gollan
R. C. Graham
C. A. Gray
G. Greenwood
R. Hache
L. A. Haley
W. Hansen
S. R. Hare
B. A. Harrison
J. L. Hart
R. J. Hartmann
W. S. Head
A. C. Hillier
W. G. Hodge
W. E. Hood
D. L. Horsley
R. R. Hubley
J. C. Irvine
T. G. Jacob
V. R. R. Jechoux
R. C. Jobin
F. Jones
L. Karlsson
S. F. Keans
G. W. Klaassen
G. W. Knight
P. E. Kolbe
R. J. G. Labrecque
F. G. Lamberty
G. H. Lambkin
L. M. Lamont
J. R. Lane
M. A. Lantz
J. P. Latulippe
M. E. Lawless
J. M. N. Leblanc
J. U. Leblanc
P. A. Leblanc
J. B. M. Lee
R. K. Lent
R. R. Lewis
H. A. Lloy
B. W. Lloyd
C. Lombardo
D. J. Loucks
D. R. Lucas
C. F. Lutes
G. B. Lynch
C. A. MacDonald
P. A. MacDonald
R. E. MacDonald
B. B. MacKey
D. F. MacLeod
H. J. MacPhail
F. A. MacQueen
P. R. Maddigan
J. R. Mahoney
R. W. Marshall
G. E. Martin
D. A. Mayne
A. N. Mayo
E. C. McBain
G. McCord
T. J. P. McDonald
G. J. McGrath
W. C. McIntyre
D. H. McTavish
G. C. Mei
W. Melville
F. Misan
K. J. Mitchell
L. W. Mitchell
J. P. J. R. Montminy
K. G. Moran
J. Morisset
J. M. Morley
R. E. Nason
G. B. C. Neil
J. R. Nicholson
R. V. M. Oakley
C. M. Ojala
W. A. O'Neil
R. F. O'Quinn
R. N. Orr
A. A. Otto
G. R. Owen
H. E. Paget
J. H. Payne
G. S. Pearson
J. D. Perry
E. R. Peters
J. A. A. Pouliot
K. C. Pound
J. D. Pritchard
L. A. Quinlan
K. A. Reynolds
W. M. Richardson
L. G. Ripley
J. A. Rowe
J. W. A. Rozenberg
V. E. Russell
J. H. G. M. Ryan
R. E. Samel
S. W. Sanders
J. H. Sands
W. Scharf
E. E. Scheidl
G. J. Sellyeh
J. A. Seman
P. Shaver
R. W. Shephard
E. W. Shubley
B. J. Silbernagel
L. R. Sitter
J. Slater
V. V. Snyder
R. S. Spears
W. F. Spicer
C. E. Stapleton
J. A. Stever
M. Stratychuk
A. J. Styles
W. J. Taylor
M. J. D. Therrien
C. R. Tremblay
J. L. A. Tremblay
A. L. Tupper
R. S. Turner
T. E. Urbanowsky
A. M. Vanderwerf
J. A. J. L. Vocelle
A. R. Voeltz
J. E. Wall
W. J. Wasney
G. W. Watson
G. T. Watt
R. J. Watts
D. B. Wenham
G. R. Westerhof
D. C. White
L. E. J. Williams
E. E. Winquist
M. Wood
G. W. Woodhouse
F. S. Wright
T. R. Wright
W. D. Wuttunee
J. E. Zajac

Acting Sergeant

E. H. Aichholz
E. D. Allen
C. E. Baker
P. S. Y. Boulanger
G. L. Boyko
H. W. Brennen
R. G. Brown
R. K. Brunt
P. A. Burnett
S. J. Carson
M. R. Champion
G. I. Chandler
R. E. Cleave
G. B. Cockburn
W. L. Code
J. P. Corcoran
C. H. Cordon
J. L. L. Cote
R. G. Cousens
A. J. Doiron
P. Doucette
J. C. G. Dupuis
A. W. Foster
J. F. R. Hachey
A. J. Hyde
R. L. Iverson
G. Katsumi
R. A. Lariviere
R. D. Linton
O. K. Lovely
J. Makichuk
K. C. Marbach
G. W. McElveny
W. L. McIntyre
L. Morneau
R. E. Motteram
K. A. Prescott
H. W. Pustanyk
A. Schnell
J. T. Slaunwhite
W. R. Stewart
W. F. Sullivan
J. Sutherland
G. A. Thomas
V. E. Thompson
C. L. White
R. D. White
W. A. Wood

KEEPING POSTED

Nearly 100 RCN and RCAF officer cadets parade in ceremonies as the first to graduate from the newly-created Canadian Officers' School (Venture), Esquimalt. Air Vice Marshal R. C. Stovel, Commander, Training Command, was the inspecting officer. At present, some of the RCN graduates are training with the fleet; others are at CFB Borden on a flying course. The RCAF students are on flight training at CFBs Moose Jaw, Gimli and Winnipeg.

Some 1,200 Canadians who have served a tour of duty in Indochina, as military members of the International Commission for Supervision and Control, will be awarded a medal by the commission early in 1967.

The ribbon is dark green, white and red in three equal vertical stripes. The medal is bronze, and bears the emblem and name of the ICSC on the front. The reverse bears the map of Indochina, showing the three countries of Vietnam, Laos, and Cambodia.

The ICSC was set up in August 1954. The qualifying time for award of the medal is 90 days; or less if such service is terminated by death, injuries or other disability received on duty. Canadian servicemen normally serve one year when assigned to the ICSC.

Retired officers, warrant officers and chief petty officers who enter the federal public service are now able to draw a large part of their service pensions while working for the government; thanks to an Order-in-Council on 1 September 1966.

Previously, only retired staff sergeants (or equivalent) and below could be sure of drawing their full service pensions without any subtraction because of public service employment. When a retired officer, warrant officer or chief petty officer went into federal public service the total of his salary and pension could not exceed his military pay at the time of retirement. If, for example, his civil service salary equalled his military pay, he was not entitled to draw any of his military pension.

Under the new regulations, however, the total pension entitlement is pegged at an amount equal to the pension earned by a WO1 with 25 years service. At the present time that means that an officer's pension entitlement while in the federal public service would be about $3,500 annually, regardless of his salary.

It was two days short of the 25th and a month too early when a bit of Christmas landed at St. George, Bermuda, last year, courtesy of the helicopter-destroyer HMCS *St. Laurent*.

Twenty five of the 35 Canadian servicemen manning a communications site at Daniel's Head, Somerset Island, Bermuda, have their families with them. And, thanks to the RCN and HMCS *St. Laurent*, they also had a Christmas tree

for the holidays. So did the Governor of Bermuda, the Senior Naval Officer West Indies, and the people at US Naval Base Bermuda, the RN Base at HMS *Malabar*, and the King George VI Memorial Hospital.

The delivery of the trees to Bermuda was made by the *St. Laurent* while on her way to the Caribbean on a four-week training cruise with the destroyer escorts HMCS *Columbia* and *Gatineau* last November.

Say hello to Aspen Park, Obodo and Muskwa, Manitoba.

They're among some of the new post office names created by Canada's Post Office Department to ensure that mail goes straight to a military unit, and not to a nearby town.

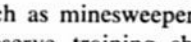
If you are writing to CFB Gimli, you now address your mail to CFB Gimli, Aspen Park, Manitoba. CFB Rivers is now in Obodo, and Station Beausejour is in Muskwa.

Some ships of the RCN are set to pull off a neat trick in this Centennial year of 1967. They'll be going visiting, while at home.

Destroyer escorts and an operational support ship will visit nearly a hundred Canadian ports on both coasts and throughout the Great Lakes; and smaller RCN units such as minesweepers, patrol vessels and reserve training ships, will make a number of visits to other locations. The dates for all visits, and the names of the ships concerned, are to be announced.

The program will start with the visit of an RCN destroyer squadron to Montreal in April to take part in the opening ceremonies of Expo 67. Other destroyers will make frequent visits to the world exhibition throughout the summer and fall, and will take part in the closing ceremony in the last week of October. In September, ships will visit the Canadian National Exhibition, and the Quebec Provincial Exhibition at Quebec City.

There will also be two Canadian Centennial naval assemblies. One at Halifax between 21-26 June will include all available Halifax-based RCN ships, and visiting ships from invited countries. Another assembly involving Pacific Fleet and visiting ships will be held at Victoria, with a follow-up visit to Vancouver, between 14-25 July.



The 1st Commonwealth Divisional Column Royal Army Service Corps Shield has been won by 134 Transport Company, 1 Toronto Service Battalion.

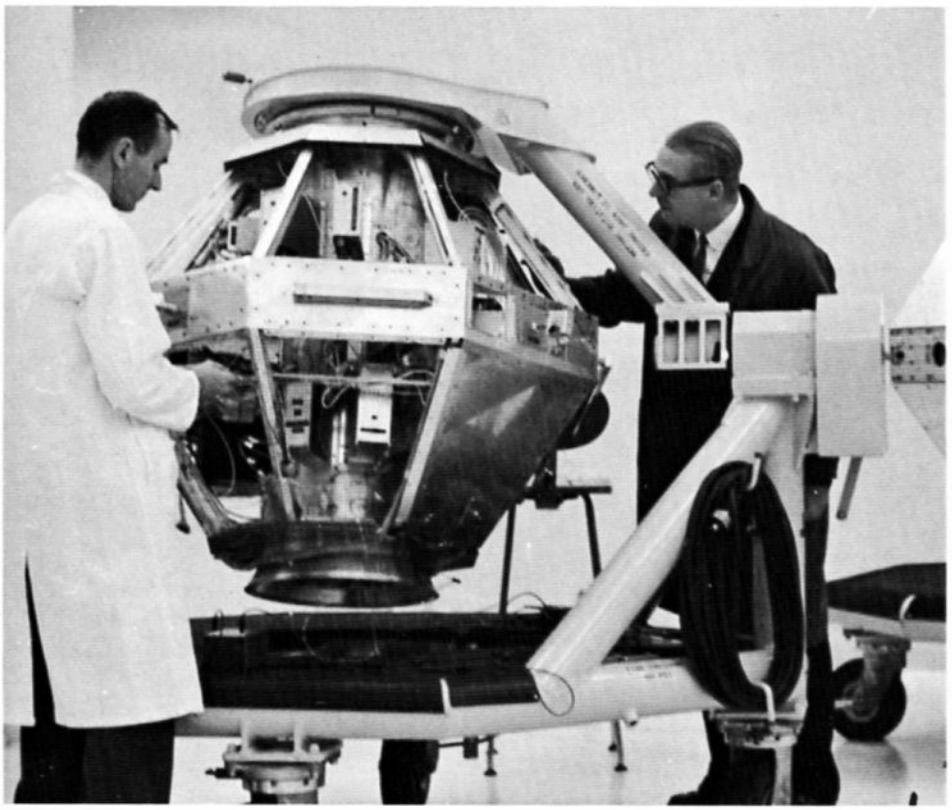
The Commonwealth Shield is awarded annually to the most effective and efficient RCASC Company of the Canadian Army (Militia). Identical Shields have been presented to Service Companies in Britain and New Zealand for annual competition.

The win was a first for 134 Transport Company; one of four companies which make up 1 Service Battalion established in 1965 as part of the re-organization of the Canadian Army (Militia). There are 16 such Service Battalions in major Ca-

This is how it starts as Navy, Army and Air Force recruits begin the entrance examinations to the Cadet Wing at Canadian Services College Royal Roads. Beyond this fairly clean and easy start lie greased walls, culverts, swampland, jets of ice-cold water — all among some 30 obstacles spread over a thoroughly unpleasant route of travel.

And this is how it ends as the cadets wash off the mud, dirt and grease — but leave on the smiles they all wear throughout the long and miserable race to the finish line. One who gave a reason for the smiles was OC Victor Jackson. Speaking loudly and clearly he said: "I'm not a recruit any longer. It's Junior Cadet Jackson now."

Work begins on a new home for Supreme Headquarters Allied Powers Europe (SHAPE) near the Belgian village of Casteau, 32 miles southwest of Brussels. The HQ is expected to move from Fontainebleau, Paris, early in 1967, and occupy the new building by 1 April. To commemorate the start of work near Casteau, Gen. L. A. Lemnitzer, USA, Supreme Allied Commander Europe, unveils a plaque in company with Mr. V. Boeynants, Belgian P.M.



Positioning the insides of ISIS is a painstaking affair. ISIS "A", a Defence Research Board ionosphere sounding satellite, is scheduled for launching late this year or early in 1968. The two men discussing the inboard components of the ISIS engineering model are (l. to r.): Nick Landowski of the RCA Victor Company, Ltd., Montreal, and Deputy Project Officer N. A. Harrison, Defence Research Telecommunications Establishment, located at Ottawa.

nadian centres; two of them in Toronto.

Major J. E. L. Murphy, officer commanding 134 Transport Company, accepted the award on behalf of the members of the unit at Toronto's Denison Armoury on 14 November 1966. The presentation was made by Colonel J. V. Cook, Chief of Staff, Central Ontario District.

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Alouette II, the Defence Research Board's second ionosphere-probing satellite, celebrated a first birthday in space 28 November with orbit number 4307.

At the same time, Alouette I, launched three years and three months ahead of her sister satellite, was circling the earth in orbit number 20,760.

Alouette II is in an elliptical polar orbit varying from 311 to 1853 statute miles. She weighs 320 pounds.

Satellite Controller David Boulding, of the Defence Research Telecommunications Establishment at Shirley Bay, Ottawa, reported that Alouette II was carrying out all the experiments planned for her, and that her solar cell efficiency was about 80 per cent of that at launch.

On 28 November 1966 the satellite had travelled 135,000,000 miles, executed 11,200 commands and was telemetering its data to earth stations for daily periods ranging from five to seven hours. Its telemetery log showed 1938 hours and a production of 1722 miles of magnetic tape. From the tape, 323,000 ionograms had been produced. These were scanned quickly, and those indicating new or unusual data were studied in detail

Alouette II's five experiments called for probing the top side of the ionosphere; measuring galactic and solar radio noise; investigating upper atmospheric radio signals initiated by lightning strokes and other radio sources, and detecting energetic particles. The fifth experiment, designed by the US National Aeronautics and Space Administration, DRB's partner in the ionosphere studies, has the satellite measuring electron densities and temperatures near herself.

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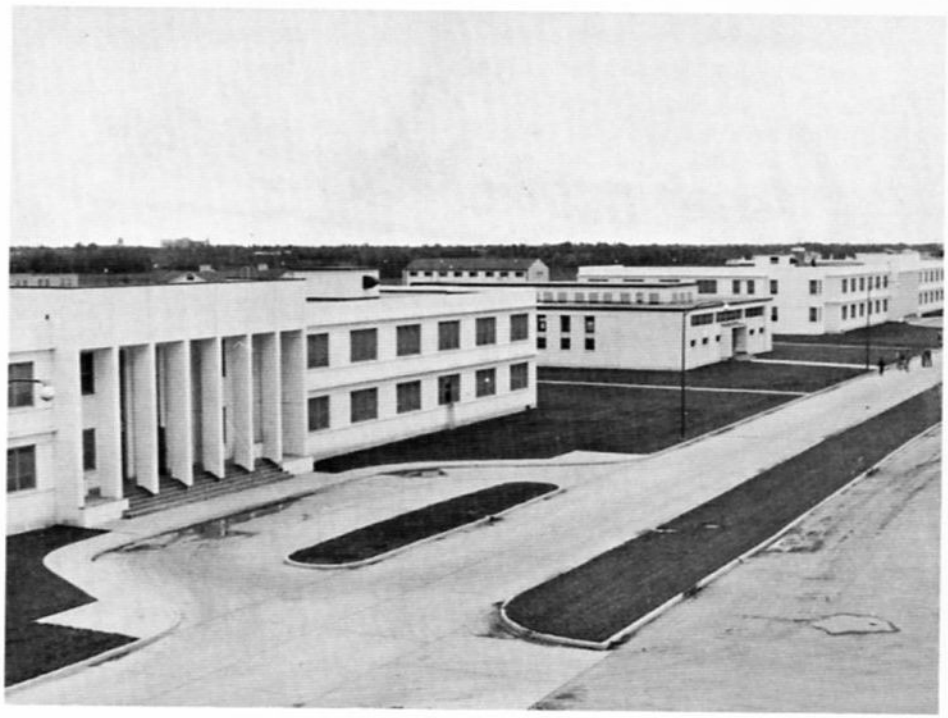
There are another 25 Tanzanian airmen training at CFB Borden as air technicians. They arrived there via an RCAF training flight from Dar es Salaam to CFB Trenton in late November 1966.

The group forms the seventh to be trained in Canada for the Tanzanian Air Wing since 1965. The new arrivals, each of them with at least 16 weeks of basic

military training, joined 77 of their countrymen already taking the six-month technical course at Borden. Some 60 Tanzanians completed the course earlier.

Eight Tanzanian pilots have trained to wing standard under Canada's military assistance program, and another 27 are at present on a 16-month pilot training course here.

Other Commonwealth countries receiving similar aid in military training are Malaysia, Jamaica, Nigeria, Ghana and Zambia.



Fort Osborne Barracks will become a Pan-American Games village.

Part of Winnipeg's Fort Osborne Barracks will become a "Pan-American Games Village" next year when over 3,200 athletes troop into Manitoba for the 22 July to 7 August competitions.

Culver Riley, the 1967 president of the Pan-Am Society, toured the Fort Osborne area in late September. "A magnificent set of buildings," he said. "Athletes have never been accommodated like this before."

Military assistance toward the success of next year's Games in Winnipeg is being provided by the Department of National Defence in co-operation with the Department of National Health and Welfare. Out of pocket expenses to DND will be borne by Health and Welfare which is responsible for federal government assistance to the Games through the fitness and amateur sports program.

DND is committed to housing 1,910 competitors, but the total could reach 2,800. The remainder will be quartered in other parts of Winnipeg by Game's officials, and a limited amount of space will be made available at CFB Gimli. Minto Armoury is slated to become a press centre.

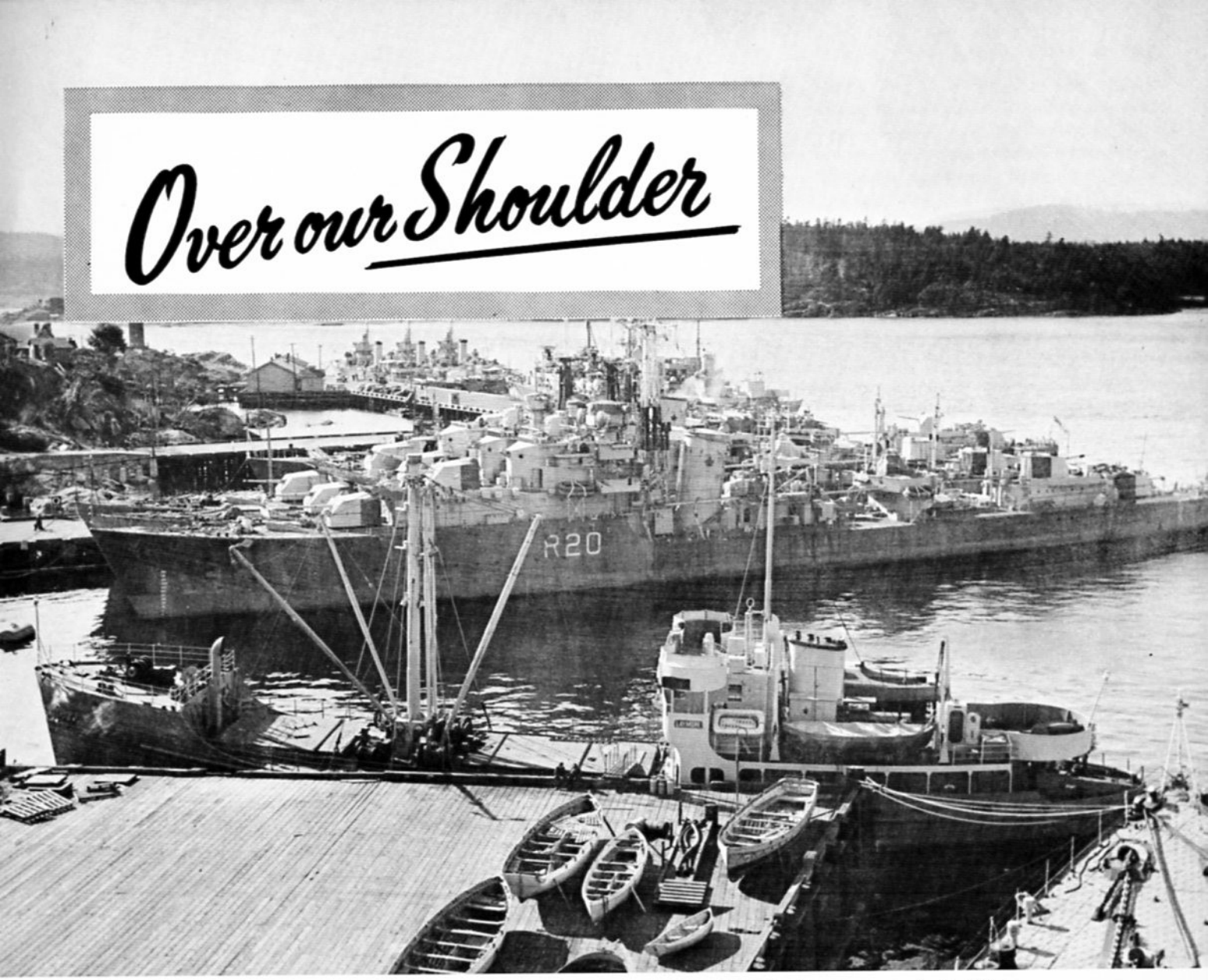
Manpower support will be given to the Games by 3rd Regiment, Royal Canadian Horse Artillery, 1 Locating Battery, RCA, and 4 Transport Company, Royal Canadian Army Service Corps. The units are stationed at Fort Osborne. The men will be formed into a Pan-Am force commanded by Lt-Col. J. E. G. deDomenico, commanding officer of 3RCHA. They will begin preparing for the Games on 15 May 1967.

The force, expected to number between 600 to 1,000 at times, will supervise all accommodation and support services during the summer months, and will take their normal leave period after the Games end in early August. The assistance provided will include communications, supervision of civilian housekeeping staff, security patrol, help with opening and closing ceremonies, and transport of service personnel. Catering and cleaning will be done by hired employees.

Maj. H. N. Andrews of Training Command headquarters was appointed liaison officer to the Pan-Am (1967) Society early this year and will assist in working out further details before the Games open. HQ Training Command is coordinating DND support.

Brows link three submarines beneath the Angus L. MacDonald Bridge as a trio of warships lie tied-up in HMC Dockyard, Halifax. (L. to r.): HMS Acheron, *USS* Sea Owl, *and HMCS* Ojibwa. *The submarines from three nations got together when the Sea Owl moved into the middle for a Canadian visit in mid-November, 1966, and added to a contrast of shapes and sizes in the current design of undersea vessels used by some of the world's naval forces.*

Over our Shoulder



Crusader (R-20) tied up with West Coast Reserve Fleet at HMC Dockyard, Esquimalt, in 1947.

"When they leave her, her life dies"

by C. H. Brown
Directorate of History

In the Autumn of 1961, I stayed overnight in Sydney, N.S. During the evening, while walking by the harbour, I came upon an old acquaintance. She was the former destroyer, HMCS *Crusader*, alas! sadly changed. She stood, propped up in a drydock, high at the side of the road, her guns and mast gone. In that spot, made lonely by the night, her power stripped from her, she seemed to be brooding, like an old man to whom no one any longer will listen, but who has nevertheless his memories to sustain him.

As I looked at her, my mind could not help going back to that day in October 1945 when I first saw her. It was in John Brown's Shipyard on the misty banks of Scotland's River Clyde. She was still nameless, uncommissioned, young with youth's rude incompletion.

A gang of seamen and stokers had arrived to store her, but her decks still flashed with the welder's torch and stuttered irritatingly with the rivetter's hammer. In the still-unfinished messdecks, char-girls scrubbed busily at the bulkheads, while her wiring was in the tender care of immaculate lady electricians, looking coolly chic in brown coveralls.

A month later, the ship's company arrived and we, who had worked in her and thought we knew her so well, were swept from her decks, like intruding cock-

roaches before a broom. We left, feeling abused, even betrayed, like tenants evicted from a home they had come to look upon as their own.

In the ensuing years I often thought of the ship but did not hear of her until October 1951 when she broke into the news on embarking the then-Princess Elizabeth and the Duke of Edinburgh for passage from Vancouver to Victoria. I learned that she had been sailed directly from Britain to Esquimalt, and that on arrival in the Pacific port, she had been promptly clapped into reserve. The latter move was one which was later to show its ill effects, since a ship's vitality, like that of a man's, is vitiated by inactivity.

Then the Korean War had broken out and she had shed her moth balls.

In May 1952, she sailed to take part in the war. Among other noteworthy feats carried out by her in those Far Eastern waters, one must mention her "train-busting." This form of activity consisted in the ship lying some two miles off the coast while her gunners trained their sights on the openings of railway tunnels, then, like bumpkins at a country fair, waited for targets to appear. When smoke curled out from the tunnels, they fired and knocked the emerging trains sprawling down the embankments. They accounted for five trains in this manner and the ship was acclaimed champion "train-buster" of the United Nations forces.

Crusader was always something of a lone wolf. Her friends expressed this navally by saying that she "showed initiative," and they honoured her with the appellation of "smart ship."

In February 1955 she took up station at Halifax as an evaluation and trials ship, working in this connection with officers of the Naval Research Establishment. Two notable achievements in these later years were the searches she directed, in 1957 for the four-masted German training barque *Pamir*, swept up savagely by a tiger-footing prowler, Hurricane "Carrie", and in 1958 for possible survivors of a Royal Dutch Airlines Super-Constellation, which had fallen into the ocean north-west of Eire. No sign of *Pamir* was ever found, while only wreckage and human remains turned up from the aircraft, which she took aboard and landed at Galway, Eire.

It was in October 1959 that first intimations of her impending end were received in the ship. First reactions were bitter, but they were somewhat mollified by assurances that much thought was being given to converting her to a modern destroyer escort. In the meantime she was paid off and towed ignobly to Sydney. Then followed years of indecision, beating about her with feeble wings, lowering her own strength.

In Ottawa, voices were raised in her behalf. Why build new ships, they demanded, when a particularly gallant one lies immobile, asking only that we notice her? But still indecision reigned, months of it, years. As feeling hardened with her waning vitality, furtive "cannibalizing" crept over her decks. Almost imperceptibly, parts disappeared from her hull to show up elsewhere in still-living ships and in schools for training men.

In 1963, the hardening feeling became decision. The ship was turned over to the scrap men, the horny-palmed undertakers of the shipping world, and beneath their hammers vanished.

It is often asked, does a ship have a life or soul independent of those who sail her? True, she is instinct with the spirits of many varied personalities blended complexly together, who work her in a thousand ways, who animate her, direct her courses, choose her actions and give expression through her to their combativeness, longings, hopes and determinations.

But when they leave her, her life dies. She becomes forlorn and lonely, a thing of steel without animation or desire, staring unseeingly at the equally unregarding passers-by and waiting passively the inevitable coming of the scrap man.

It may be that warships will be decreed to be anachronisms in a nuclear age. Yesterday's ships are at least spared that final disillusionment. *Crusader* died, perhaps unwanted, but as an individual prematurely aged, rather than as an example of the heroic uses that a changed world no longer needs.

HMCS Crusader—the train buster—proudly returns from tour in Far East, September, 1954.

ROUTING REDS

Defeating Communist Insurgency by Sir Robert Thompson. Published by Clarke, Irwin & Co. Ltd., 791 St. Clair Ave. W., Toronto 10. $4.65.

The author, Sir Robert Thompson, has produced what appears as almost a personal diary of his considerable experience of military insurgency operations and civilian administration in the Far East.

I liked the organization of his book from the opening setting to his concluding chapter "Feet on the Ground". It appeals to me as a well organized work and reflects a realistic approach.

In this study he is clearly calling attention to a new form of warfare which to date has frustrated the great Western Powers in their struggle to contain Communist expansion. This book suggests we have become preoccupied with the black and white of military operations; hence, are over-reacting to the outcome of immediate battles. He makes a strong case that the struggle for the hearts and minds of the people of both sides is of even greater importance than the immediate military necessities.

The author is of the opinion we must learn to exercise a far more balanced practice of power which he sums up as the need for "the persistently methodical approach and steady pressure which will gradually wear the insurgence down". He makes several suggestions as to how we should approach these problems.

I enjoyed this work and commend it as an interesting starting point for military students who are grappling with the problems of training for the lower end of the scale of conflict. — *Major-General M. R. Dare*

EIGHT NON-CANADIAN ACES

Flying Aces of World War I by Gene Gurney. Random House, New York and Toronto. Pp. 185. illus.

This has the appearance of a juvenile book, but on the whole it compares favourably with many a more formidable looking work. Mr. Gurney shows a good general knowledge of the 1914-18 war in the air; the problem is how much knowledge one can hope to impart in less than 200 pages of large, widely spaced type. The book opens with a chapter on the immediate causes of the war, the failure of Germany's plan for a quick victory in the west, and the early history of air fighting. Eight chapters are then devoted to as many "aces" — airmen who scored five victories or more.

To this reviewer it seems a pity to include a whole chapter on what could be told in a page or two. Would it not be almost sufficient, for the purpose of this book, just to describe the situation on the Western Front as it had developed at a given point?

Of the eight aces whose stories follow, two are British; one is Belgian, one French, and one German; and three are Americans. The war's third, fifth and seventh highest scoring airmen were Canadians — Lt.-Col. W. A. Bishop–72, Lt.-Col. Raymond Collishaw–60, and Major D. R. MacLaren–54 — yet this country's contribution is mentioned only briefly and inconspicuously. Mr. Gurney credits a fourth Canadian, Major W. G. Barker, with 53 victories and one British ace, Major Edward Mannock, with one more than Bishop. The official score in each case is 50 — 22 less than Bishop.

A "selected" list includes nine American and three Belgian aces with a score of 10 or more, fourteen French airmen with 20 and upward, and eighteen German aces with not less than 35 victories; Canada's top four emerge among fourteen British aces with 40 or more credits. A list about the same length as Gurney's by score alone would show one Belgian, one Italian, one Austrian, thirty German, six French and twenty-three British Empire aces — including nine Canadians — with more than 30 victories.

The bibliography lists, without comment, some twenty works ranging from excellent to practically worthless. The same space (three pages) might far better be reserved for only the more important books and articles, with Mr. Gurney's comments in certain cases.

In short, this attractively written little book might have been better balanced and more informative. — *Captain F. R. McGuire*

WHAT'S THAT?

Naval Terms Dictionary by Captain John V. Noel, Jr., US Navy (Retired). Published by United States Naval Institute, Annapolis, Maryland, USA. Paperback $5.50.

People are always a little flattered when you understand what they are saying, particularly in this day and age. But sometimes written and oral communications get off the rails, particularly when the writer or speaker is a member of an "in group" — or "way out group" — which employs a highly developed vocabulary of its own making.

We officers and men in the Army, Navy and Air Force are frequent offenders. At times we are incomprehensible to civilian ears, and even to each other. We coin words to describe new scientific and technological advances and techniques. We reduce positions and commands to initials and then pronounce the initials like a word. SACLANT is a good example. We take perfectly good words and distort their Oxford meaning to some specialized military use. Who, outside the military and electronic circles, knows that "patching" involves the connection of radio frequencies in a transmitter room?

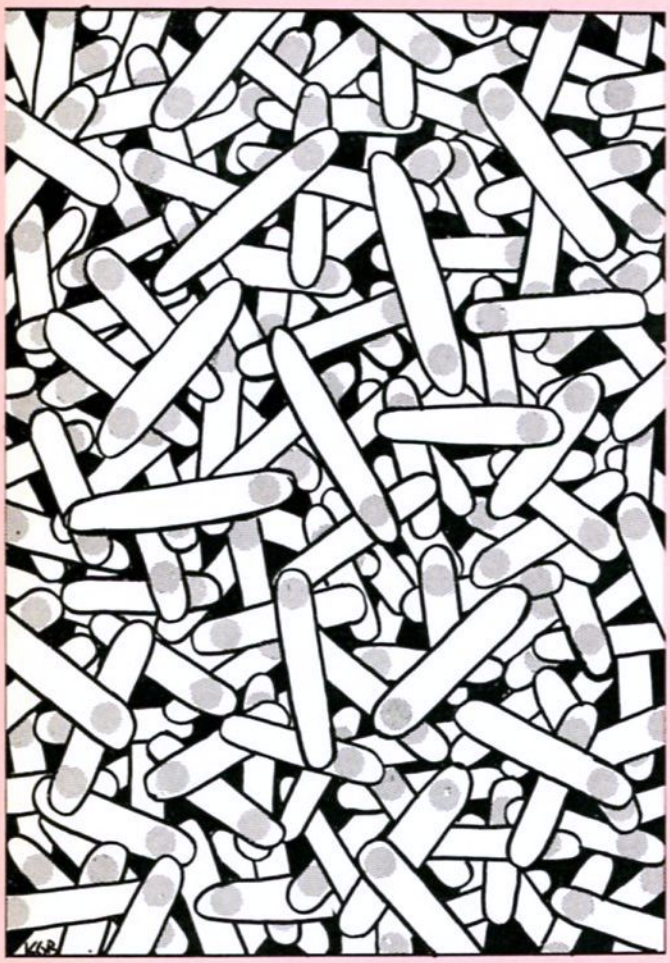
There are thousands of these abbreviations and words with esoteric meanings in current use in the Canadian Forces.

A good part of this jargon has drifted north from the American Forces and, because the USA and Canada frequently operate in concert on land, sea and in the air, much of it has been officially adopted by Canada and standardized in our manual of terminology.

So, when the new *Naval Terms Dictionary* arrived from down south, it was encouraging to find that we still speak the same language — most of the time.

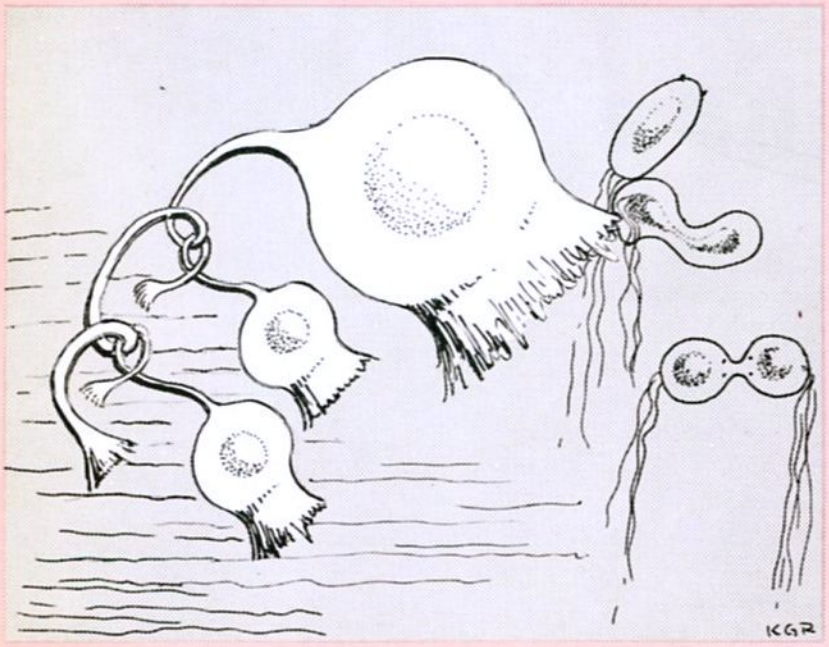
It is a first rate dictionary and indispensable to anyone who reads US Navy publications on a regular basis.

Micro-Chatter

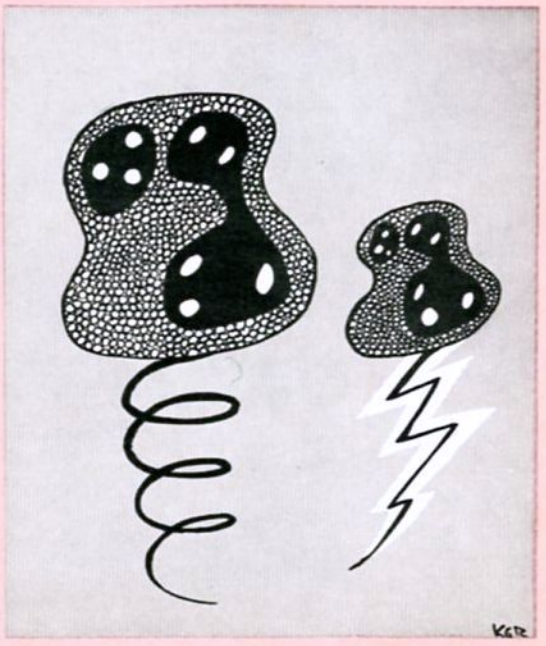


Hey, Charlie! Look at the shape on that one.

Honey, let's go south for the winter — to the kidneys.



I just don't want you to associate with them — they breed like people!



But Mummy, I don't WANT *to immunize anyone today.*

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A sailor is a flexible fellow and when "action stations" sounds throughout a ship, his whole routine suddenly changes. A cook may race from his galley for a gun position; a clerk may dash for his damage control station, and a steward may start passing the ammunition for the anti-submarine mortars. When the claxon blares its urgent message all hands turn to,to fight the ship. Here, a decontamination team flushes down the destroyer escort Columbia during nuclear, bacteriological and chemical exercises at sea.

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